



400 Seventh Street, S.W.  
Washington, D.C. 20590

U.S. Department  
of Transportation

**National Highway  
Traffic Safety  
Administration**

Dear Crash Data Researchers/Users:

Thank you for choosing crash data from the National Highway Traffic Safety Administration (NHTSA) for your research or other use. The information contained in this motor vehicle crash report is collected, maintained and distributed in accordance with Public Law 89-564. In accordance with this Public Law, NHTSA is required not to release any case information until completion of quality control procedures. These procedures include a review of the case material to extract all names, licenses and registration numbers, non-coded interview material, non-research related researcher comments in the margins, non-factual data, and the production number portion of the vehicle identification number (VIN).

If you requested NHTSA to query its database files in order to identify a specific crash, then that query was made using non-personal descriptors you provided for use in our search. This motor vehicle crash may have been identified from a data search and matches the general, non-personal descriptors you provided, but we cannot confirm that this is the specific crash report you requested.

If you have any questions with regard to the above procedures, please contact the Field Operations Branch, Crash Investigation Division, National Center for Statistics and Analysis at 202-366-4820. Again, please be advised that we cannot confirm that this is the case that you have specifically requested nor can we certify the information to be correct.

\*\*\* \*\*\* \*\*\*



AUTO SAFETY HOTLINE  
(800) 424-9393  
Wash. D.C. Area 366-0123

UMTRI - 96 - 8

VERSION 05

**UM-3699-98  
1998 Plymouth Breeze**

**In-depth  
Vehicle  
Occupant  
Report**

The University  
of Michigan  
Transportation  
Research Institute

UNIVERSITY OF MICHIGAN  
UNIVERSITY OF MICHIGAN  
UNIVERSITY OF MICHIGAN



## **DISCLAIMERS**

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The crash investigation process is an inexact science which requires that physical evidence such as skid marks, vehicular damage measurements, and occupant contact points are coupled with the investigator's expert knowledge and experience of vehicle dynamics and occupant kinematics in order to determine the pre-crash, crash, and post-crash movements of involved vehicles and occupants.

Because each crash is a unique sequence of events, generalized conclusions cannot be made concerning the crashworthiness performance of the involved vehicle(s) or their safety systems.

Case Veh. (A): 1998 Plymouth  
 Type: Breeze, 4-door sedan  
 Driver: 57-year-old male  
 CDC: 12-FYEW-1

Vehicle (B): 1996 Toyota  
 Type: Avalon, 4-door sedan  
 Driver: 43-year-old male  
 CDC: 99-ØØØØ-Ø

### Situation

(Slide 1, 2) At the time of the crash, the weather was foggy, the roads were wet, and it was daylight. Case vehicle (A) was traveling west at a driver-estimated speed of 64 kph (40 mph) in the westbound lane of a 2-lane asphalt road in a rural area. Vehicle (B) had been stopped facing south in the southbound lane at a 4-leg intersection. As case vehicle (A) was proceeding through the 4-leg intersection on a yellow-flashing light, the driver of vehicle (B) began crossing the westbound lane, so as to continue traveling south. The driver of case vehicle (A) steered to the right and applied the brakes, but was unable to avoid striking the left-rear side of vehicle (B) with its left-front corner.

(Slide 3, 4, 5, 6, 7) Using the SMASH accident-reconstruction program and c-values measured for case vehicle (A), the following Equivalent Barrier Speed was calculated:

| Vehicle          | Variable | Calculated Velocity Change - kph (mph) |              |             |
|------------------|----------|--|--------------|-------------|
|                  |          | Total                                  | Longitudinal | Latitudinal |
| Case Vehicle (A) | EBS      | 14 (9)                                 | -14 (-9)     | 0 (0)       |

### Exterior Damage

(Slide 8) Damage to the front of case vehicle (A) was minor, with a maximum crush of 7 cm to the left-front bumper corner. (Slide 9) The direct damage began at the left-front bumper corner and extended 91 cm across the front bumper, resulting in 61 percent front-end overlap and 59 percent vehicle overlap. (Slide 10) The front bumper was deformed

and the left headlight assembly was broken. (Slide 11) The hood was crushed, and the rear edge of the hood was slightly elevated. (Slide 12, 13) There was no damage to the hood latch or hood hinges. On the left side, the front fender was crushed, and the left wheelbase was reduced 2 cm. (Slide 14) There was no damage to the right side and no change in the right wheelbase.

#### Interior Damage

(Slide 15, 16) This vehicle is equipped with steering-wheel and passenger frontal-impact airbags which deployed during the frontal impact. (Slide 17, 18) There was no damage to the steering wheel and no rotation of the steering column. (Slide 19) The left-center portion of the windshield was cracked from driver left-hand contact. (Slide 20, 21) There was no damage to the upper or mid portions of the instrument panel, but there were scuff marks on the lower portion of the instrument panel from driver contact, although no injuries were noted. (Slide 22) There was no damage to the center dash or glove compartment area. There was no other interior damage and no intrusions were noted.

#### Occupant Kinematics and Injuries

(Slide 23, 24) The 57-year-old obese male driver was wearing the 3-point restraint, as evidenced by a light scuff mark on the D-ring from the shoulder belt webbing. He reportedly had the seat in the rear-track position, and the tilt steering in the mid-position. (Slide 25) The shoulder-belt anchor point was adjusted to the low-position on the B-pillar, and he reportedly had his right hand at the 2:00 o'clock position and was honking the horn with his left hand. Loading from the shoulder portion of the 3-point belt during the frontal impact resulted in a contusion to the left side of his chest. He sustained a 25% compression fracture at the superior end plate of T8, but the cause of this injury is not apparent. (Slide 26) He was honking the horn with his left hand and he sustained an abrasion and contusion to the left dorsal hand from the deploying airbag flinging his hand

into the windshield, as evidenced by a star-pattern crack in the windshield above and to the left of the steering wheel. He also sustained a contusion to the dorsal left elbow, probably from contact with the vehicle interior during the airbag fling. The deploying airbag also contacted his forehead, resulting in erythema to his forehead. (Slide 27, 28) Scuff marks on the lower portion of the instrument panel indicate driver contact, but no injury was noted.

(Slide 29) The attached table summarizes the injury information for the driver.

Occupant: Driver  
Restraints: 3-point restraint worn, airbag deployed

Age: 57 years  
Stature: 180 cm (5 ft 11 in)

Sex: Male  
Mass: 122 kg (270 lb)

| Injury Description                                | A.I.S. | Injury Source                           |                                    |          |
|---|--------|---|------------------------------------|----------|
|   |        | Definite                                | Probable                           | Possible |
| Erythema, forehead                                | 1      | Airbag                                  |                                    |          |
| Contusion, left chest                             | 1      | 3-point restraint<br>(shoulder portion) |                                    |          |
| Contusion, left dorsal wrist                      | 1      | Windshield (airbag<br>fling)            |                                    |          |
| Abrasions, left dorsal wrist                      | 1      | Windshield (airbag<br>fling)            |                                    |          |
| Contusion, left dorsal elbow                      | 1      |   | Vehicle interior (airbag<br>fling) |          |
| 25% compression fracture at T8 superior end plate | 3      |   |                                    | Unknown  |
| <u>Maximum A.I.S. Level</u>                       | 3      |   |                                    |          |
| <u>Injury Severity Score</u>                      | 10     |   |                                    |          |

VERSION 05 - [REDACTED] 1996

ADMINISTRATIVE

AD-1

|                |   |                                  |  |
|----------------|---|----------------------------------|--|
| TEAM CODE      | <u>30</u>                                   | NO. OF CASE VEHICLES IN ACCIDENT | <u>1</u>   |
| ACCIDENT ID    | <u>03</u> <u>6</u> <u>99</u>                | NUMBER OF SLIDES                 | <u>2</u> <sup>15</sup> <u>9</u><br><sub>16</sub> |
| VEHICLE NUMBER | <u>1</u>                                    | TEAM REPORT NUMBER               |  |
| MODULE         | <u>A</u> <sup>1</sup> <u>D</u> <sup>2</sup> | <u>UM-3699-98</u>                |  |
| FORMAT         | <u>0</u> <sup>11</sup> <u>1</u>             |                                  | <sup>27</sup>                                    |
| FORM VERSION   | <u>0</u> <sup>13</sup> <u>5</u>             |                                  | <sup>37</sup>                                    |

## SPECIAL STUDY

(00) None  
 (01) Offset Frontal  
 (98) Not Applicable

99

38      39

DATE OF FIELD INVESTIGATION: 198

INVESTIGATOR: [REDACTED]

LOCATION WHERE VEHICLE WAS EVALUATED:

MICHIGANCIRCLE PHOTO RECORDS MADE:

SLIDES

NEGATIVES

POLAROIDS

REPORT PREPARED BY: [REDACTED]

|  |  |   |  |
|--|--|---|--|
| <b>TIME</b>  |  | <b>ENVIRONMENTAL CONDITIONS</b>   |  |
| <b>DATE OF COLLISION</b> <u>                        / 98</u><br>(m m d d y y)  |  | <b>CONSTRUCTION ZONE</b><br>(0) NO<br>(1) YES<br>(9) UNKNOWN<br><span style="float: right;">0<br/>31</span>   |  |
| <b>HOUR OF COLLISION (24 HOUR CLOCK)</b> <u>08 06</u><br>(19 22)   |  | <b>ROAD ALIGNMENT VERTICAL PLANE</b><br>(1) LEVEL<br>(2) CREST OF HILL<br>(3) SLOPE (2%)<br>(4) BOTTOM OF HILL<br>(9) UNKNOWN<br><span style="float: right;">1<br/>32</span>  |  |
| <b>LOCATION</b><br><b>STATE:</b> <u>MICHIGAN</u>   |  | <b>ROAD ALIGNMENT HORIZONTAL PLANE</b><br>(1) STRAIGHT<br>(2) CURVE<br>(3) T - SHAPED<br>(4) Y - SHAPED<br>(7) OTHER: _____<br>(9) UNKNOWN<br><span style="float: right;">1<br/>33</span>   |  |
| <b>STATE FIPS CODE</b> <u>26</u><br><span style="float: right;">23 24</span>   |  | <b>SURFACE COVERING</b><br>(10) DRY<br>(21) WATER - DAMP<br>(22) WATER - WET<br>(23) WATER - PUDDLED<br>(29) WATER - AMOUNT UNKNOWN<br><span style="float: right;">22<br/>34 35</span>  |  |
| <b>AREA</b><br>(1) URBAN<br>(2) RURAL<br>(9) UNKNOWN<br><span style="float: right;">2<br/>25</span>  |  | (31) SNOW - LOOSE<br>(32) SNOW - PACKED<br>(39) SNOW - CONDITION UNKNOWN<br><br>(41) ICE<br>(51) SLUSH<br>(61) SPILLED GRAVEL<br>(71) OTHER: _____<br>(99) UNKNOWN<br><span style="float: right;">2<br/>36</span>   |  |
| <b>ENVIRONMENTAL CONDITIONS</b>  |  | <b>VISIBILITY LIMITATION (FOR CASE VEHICLE)</b><br>(0) NONE<br>(1) CLOUDY/DARK<br>(2) FOG<br>(3) SMOKE<br>(4) WINDSHIELD CONDITION<br>(5) GLARE<br>(6) RAIN<br>(7) OTHER: _____<br>(8) ICE/SNOW<br>(9) UNKNOWN<br><span style="float: right;">2<br/>38</span>   |  |
| <b>LIMITED-ACCESS HIGHWAY</b><br>(0) NO<br>(1) YES<br>(9) UNKNOWN<br><span style="float: right;">0<br/>26</span>   |  | <b>VISIBILITY OBSTRUCTION (FOR CASE VEHICLE)</b><br>(0) NONE<br>(1) BUILDING<br>(2) SIGN<br>(3) VEGETATION (E.G. BUSHES, SHRUBS)<br>(4) TREE<br>(5) HILL OR CURVE IN ROAD<br>(6) VEHICLE IN TRANSPORT<br>(7) OTHER: _____<br>(8) PARKED VEHICLE<br>(9) UNKNOWN<br><span style="float: right;">2<br/>39</span> |  |
| <b>ROAD, TOTAL TRAFFIC LANES (FOR CASE VEHICLE)</b><br>(1) 1-LANE<br>(2) 2-LANES<br>(3) 3-LANES<br>(4) 4 OR MORE LANES<br>(5) DIVIDED, 4 OR MORE LANES<br>(6) PARKING LOT/DRIVEWAY<br>(7) OTHER: _____<br>(9) UNKNOWN<br><span style="float: right;">2<br/>27</span> |  |   |  |
| <b>INTERSECTING RD, TOTAL LANES<br/>CHOOSE FROM ABOVE LIST, OR</b><br>(8) NOT APPLICABLE<br><span style="float: right;">2<br/>28</span>  |  |   |  |
| <b>TYPE OF ROAD SURFACE</b><br>(1) ASPHALT<br>(2) CONCRETE<br>(3) GRAVEL<br>(4) MORE THAN ONE (CIRCLE EACH)<br>(7) OTHER: _____<br>(9) UNKNOWN<br><span style="float: right;">1<br/>29</span>  |  |   |  |
| <b>ROAD DEFECTS</b><br>(0) NO<br>(1) YES<br>(9) UNKNOWN<br><span style="float: right;">0<br/>30</span>   |  |   |  |

## **GENERAL INFORMATION GI-2**

## **ENVIRONMENTAL CONDITIONS**

**SPEED LIMIT**

(0) 5-45 km/h ..... 5-25 mph  
 (1) 46-55 ..... 30  
 (2) 56-60 ..... 35  
 (3) 61-70 ..... 40  
 (4) 71-79 ..... 45  
 (5) 80-85 ..... 50  
 (6) 86-90 ..... 55  
 (7) 91-105 ..... 60  
 (8) OVER 105 ..... 65  
 (9) UNKNOWN

## PRECIPITATION

(0) NONE  
(1) RAIN  
(2) SNOW  
(3) HAIL  
(4) FREEZING RAINS/SLEET  
(7) OTHER: \_\_\_\_\_  
(9) UNKNOWN

## RATE OF PRECIPITATION

- (1) LIGHT/MIST
- (2) MODERATE
- (3) HEAVY
- (8) NOT APPLICABLE
- (9) UNKNOWN

## TEMPERATURE

(0) BELOW -15° C ..... BELOW 5° F  
 (1) -15 TO -6 ..... 5 TO 22  
 (2) -5 TO -1 ..... 23 TO 31  
 (3) 0 TO 2 ..... 32 TO 36  
 (4) 3 TO 5 ..... 37 TO 41  
 (5) 6 TO 15 ..... 42 TO 59  
 (6) 16 TO 25 ..... 60 TO 77  
 (7) 26 TO 35 ..... 78 TO 95  
 (8) OVER 35 ..... OVER 96  
 (9) UNKNOWN

## CROSSWIND

- (0) NONE
- (1) LIGHT
- (2) STRONG
- (3) GUSTY & STRONG
- (9) UNKNOWN

## LIGHT CONDITIONS

- (1) DAYLIGHT
- (2) DAWN
- (3) DUSK
- (4) DARK, LIGHTED
- (5) DARK, UNLIGHTED
- (6) DARK, UNKNOWN IF LIGHTED
- (9) UNKNOWN

6  
38

## **MECHANICAL MALFUNCTION**

**WAS THERE MENTION  
OF A MECHANICAL MALFUNCTION  
IN CASE VEHICLE**

(0) NO  
(1) YES  
(2) YES, DID NOT CONTRIBUTE  
TO ACCIDENT  
(9) UNKNOWN

39

**THE FOLLOWING SECTION SHOULD BE FILLED OUT IF A MECHANICAL MALFUNCTION IS RECOGNIZED OR SUSPECTED.**

**CIRCLE ITEMS INVOLVED. SUPPORT ANY ITEMS CIRCLED WITH COMMENTS.**

|                   |                  |
|-------------------|------------------|
| BRAKE SYSTEM      | DRIVER CONTROLS  |
| EXHAUST SYSTEM    | POWER TRAIN      |
| STEERING SYSTEM   | FUEL SYSTEM      |
| SUSPENSION SYSTEM | VISIBILITY ITEMS |
| ELECTRICAL SYSTEM | TIRES            |
| THROTTLE CONTROLS | UNKNOWN          |

**OTHER:** \_\_\_\_\_

**COMMENTS:** \_\_\_\_\_

9  
42

σ  
4

## GENERAL INFORMATION GI-3

## CRASH DETAILS

## CASE VEHICLE AND OBJECT

(0) NO  
 (1) YES  
 (9) UNKNOWN

0  
45

HIGHEST POLICE INJURY SEVERITY CODE IN CRASH  
(NOT JUST CASE VEHICLE)

(0) O - NO INJURY  
 (1) C - POSSIBLE INJURY  
 (2) B - NON-INCAPACITATING INJURY  
 (3) A - INCAPACITATING INJURY  
 (4) K - FATAL  
 (5) INJURED, SEVERITY UNKNOWN  
 (6) DIED PRIOR TO ACCIDENT  
 (7) NON-FATAL INJURY  
 SEVERITY UNKNOWN  
 (9) UNKNOWN

1  
53

## CASE VEHICLE ROLLOVER

(0) NO ROLLOVER  
 (1) YES, FIRST EVENT  
 (2) YES, SUBSEQUENT EVENT  
 (3) YES, SEQUENCE UNKNOWN  
 (9) UNKNOWN

0  
46

CASE VEHICLE RAN OFF ROADWAY  
(BEFORE FIRST IMPACT)

(0) NO  
 (1) YES  
 (9) UNKNOWN

0  
47

## DRIVER IMPAIRMENT

DRIVER ALCOHOL INVOLVEMENT  
(CASE VEHICLE)

(0) NONE  
 (1) YES  
 (9) UNKNOWN/NOT REPORTED/  
 NO DRIVER

0  
54

MOVING CASE VEHICLE AND  
CONTACTED MOVING VEHICLE

(0) NO  
 (1) YES  
 (9) UNKNOWN

1  
48

DRIVER ALCOHOL BAC  
(CASE VEHICLE)

(80) NO TEST  
 (90) CHEMICAL TESTS, NO RESULTS  
 (95) AUTOPSY, NO RESULTS  
 (99) UNKNOWN

80  
55 56

CASE VEHICLE AND  
CONTACTED STOPPED VEHICLE

(0) NO  
 (1) YES  
 (9) UNKNOWN

0  
49

WAS THERE MENTION OF DRIVER  
IMPAIRMENT FOR CASE VEHICLE?

(0) NO  
 (1) YES  
 (9) UNKNOWN

0  
57

STOPPED CASE VEHICLE AND  
CONTACTED VEHICLE

(0) NO  
 (1) YES  
 (9) UNKNOWN

0  
50

## LIST IMPAIRMENTS MENTIONED:

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TOTAL NUMBER  
OF VEHICLES CONTACTED  
BY CASE VEHICLE IN CRASH

(8) 8 OR MORE  
 (9) UNKNOWN

1  
51

## POST - CRASH DETAIL

MANNER CASE VEHICLE  
LEFT SCENE

(1) DRIVEN  
 (2) TOWED DUE TO DAMAGE  
 (3) TOWED, NOT DUE TO DAMAGE  
 (4) TOWED, REASON UNKNOWN  
 (9) UNKNOWN

2  
58

ANY FIRE IN THIS CRASH  
(NOT JUST CASE VEHICLE)

(0) NO  
 (1) YES  
 (9) UNKNOWN

0  
52

## ACCIDENT SCHEMATIC

ACCIDENT DESCRIPTION: CASE VEHICLE (A) WAS TRAVELING WEST AT A DRIVER-ESTIMATED SPEED OF 40 MPH (64 KPH) IN THE WESTBOUND LANE. VEHICLE (B) WAS STOPPED FACING SOUTH AT THE 4-LEG INTERSECTION. AS CASE VEHICLE (A) WAS PROCEEDING THROUGH THE INTERSECTION, VEHICLE (B) BEGAN TO CROSS THE WESTBOUND ROAD. THE DRIVER OF CASE VEHICLE (A) BRAKED AND STEERED TO THE RIGHT BUT WAS UNABLE TO AVOID STRIKING THE LEFT-REAR OF VEH. (B).

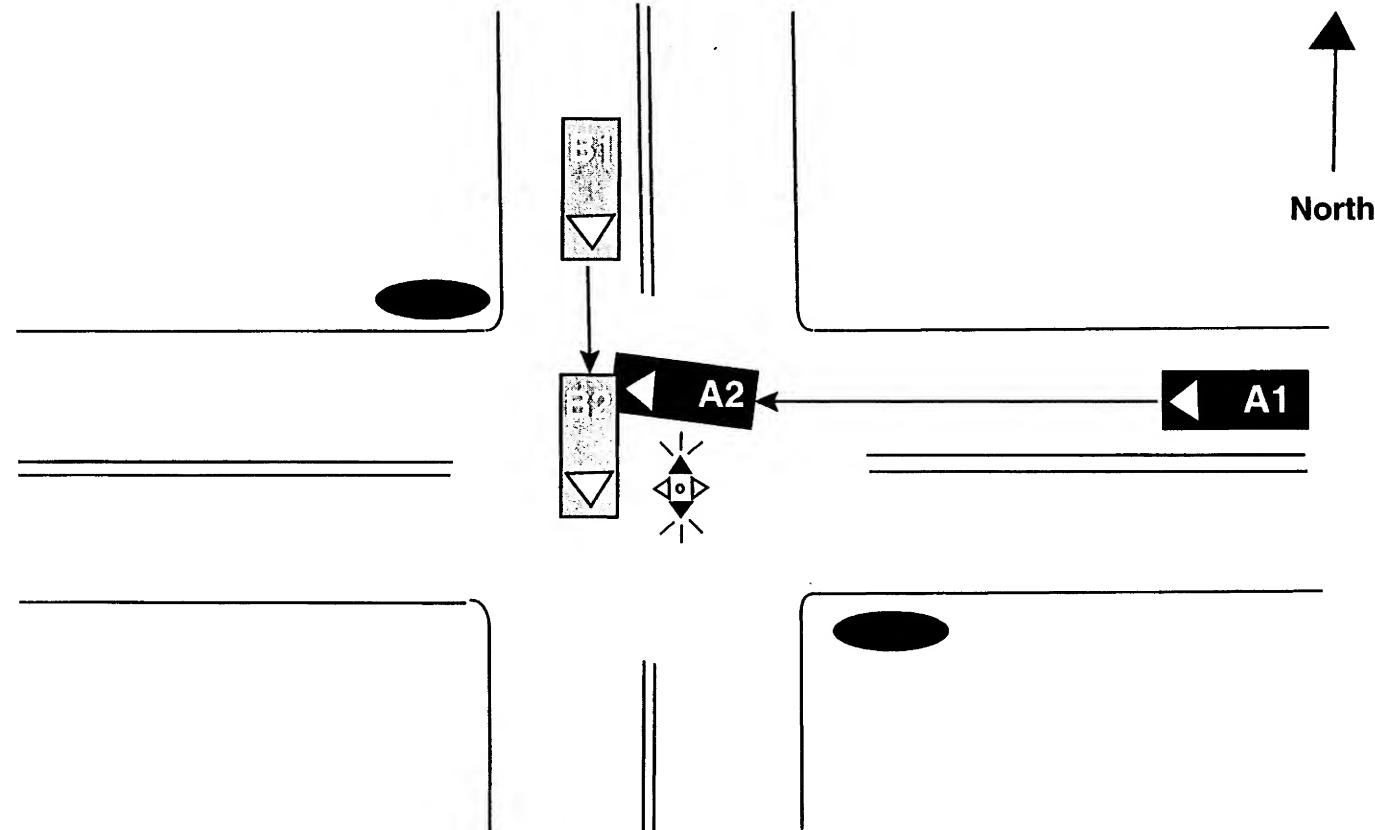
CASE VEHICLE (A): 1998 PLYMOUTH BREEZE

OTHER VEHICLE (B): 1996 TOYOTA AVALON

THIRD VEHICLE (C):



NORTH



Duplicate columns 1-8  
from the previous card.Module O V Format 0 1  
9 10 11 12

OTHER VEHICLE

OV-1

MAKE: TO YOTA  
MODEL: AVALON XL 4-DOOR SEDANCARGO: UNKNOWN

VIN

13

29

MANUFAC/BODY CODE

18328  
30 34

MAKE/MODEL CODE

1605  
38

MODEL YEAR

19 96

VEHICLE MASS (kg)

001490  
41 46IF SEPARATE REPORT WAS MADE,  
GIVE VEHICLE NUMBER0NUMBER OF OCCUPANTS  
(ENTER 9'S IF UNKNOWN)01  
49

TRAVELING SPEED (km/h)

995  
52

- (000) PARKED OR STOPPED
- (995) JUST STARTING UP
- (996) BACKING UP
- (997) SPEED NOT EXCESSIVE (BUT UNKNOWN)
- (998) SPEED EXCESSIVE (BUT UNKNOWN)
- (999) UNKNOWN

HIGHEST POLICE INJURY SEVERITY  
CODE FOR THIS VEHICLE1  
53

- (0) O - NO INJURY
- (1) C - POSSIBLE INJURY
- (2) B - NON-INCAPACITATING INJURY
- (3) A - INCAPACITATING INJURY
- (4) K - FATAL
- (5) INJURED, SEVERITY UNKNOWN
- (6) DIED PRIOR TO ACCIDENT
- (7) NON-FATAL INJURY  
SEVERITY UNKNOWN
- (8) UNOCCUPIED VEHICLE  
(NOT APPLICABLE)
- (9) UNKNOWN

## VEHICLE TYPE

## PASSENGER VEHICLE

- (02) LARGE
- (03) LIMOUSINE
- (17) PICKUP CAR
- (20) UNKNOWN PASSENGER VEHICLE BODY
- (24) SUB-MINI
- (25) MINI
- (26) SUB-COMPACT
- (27) COMPACT
- (28) INTERMEDIATE
- (29) FULL

28

54 55

## MULTIPURPOSE PASSENGER VEHICLE

- (14) SMALL UTILITY (WHEELBASE LESS THAN 107'.  
E.G. JEEP, BRONCO)
- (15) LARGE UTILITY (WHEELBASE MORE THAN 107'.  
E.G. PANEL TRUCK, SUBURBAN)
- (16) PICKUP TRUCK WITH CANOPY/SHELL COVER
- (17) PICKUP CAR WITH CANOPY/SHELL COVER
- (21) MOTOR HOME
- (22) PICKUP TRUCK WITH SLIDE-IN CAMPER
- (23) PICKUP CAR WITH SLIDE-IN CAMPER
- (31) CHASSIS-MOUNTED CAMPER

## TRUCK

- (11) VAN
- (12) PICKUP TRUCK
- (13) UNKNOWN LIGHT TRUCK
- (15) LARGE UTILITY (E.G. PANEL TRUCK, SUBURBAN)
- (16) PICKUP TRUCK WITH CANOPY/SHELL COVER
- (22) PICKUP TRUCK WITH SLIDE-IN CAMPER
- (30) UNKNOWN TRUCK TYPE
- (31) CHASSIS-MOUNTED CAMPER
- (33) DELIVERY VAN (WALK-IN)
- (34) STRAIGHT TRUCK
- (35) TRUCK-TRACTOR (BOBTAIL)
- (36) CHASSIS-CAB
- (37) UNKNOWN HEAVY TRUCK
- (38) TRACTOR & SEMI-TRAILER (SEMI)
- (39) TRUCK (OR SEMI) & FULL TRAILER(S)

## BUS

- (40) UNKNOWN BUS TYPE
- (41) SCHOOL BUS
- (42) INTERCITY BUS (BETWEEN CITIES)
- (43) TRANSIT BUS (INTRACITY)
- (44) STREETCAR (ON TRACKS)
- (68) TRAIN (CARS)
- (69) LOCOMOTIVE (ENGINE, SWITCHER)

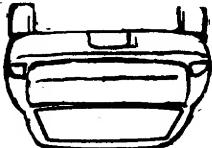
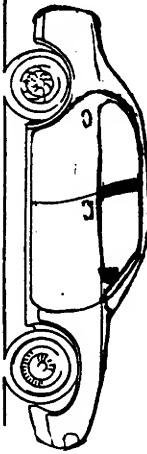
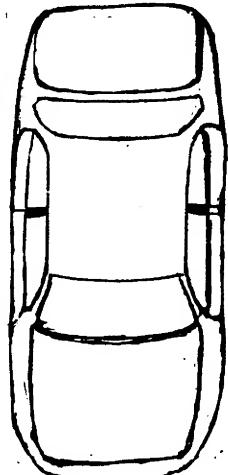
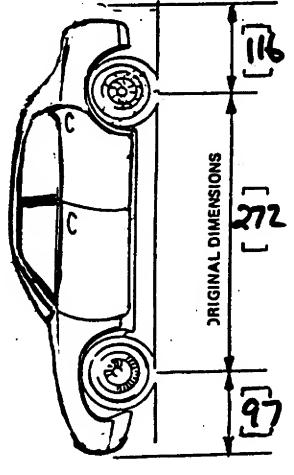
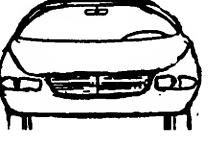
(99) UNKNOWN

WHEELBASE (cm)

(999) UNKNOWN

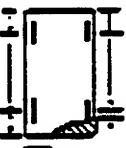
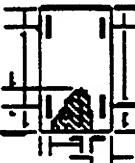
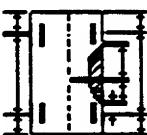
272

56 57 58

|  |                                      |             |                                    |                                      |               |      |
|--|--------------------------------------|-------------|------------------------------------|--------------------------------------|---------------|------|
| Duplicate columns 1-8<br>from the previous card.   | Module <u>O</u><br><u>9</u>          | V <u>10</u> | Format <u>0</u><br><u>11</u>       | <u>2</u><br><u>12</u>                | OTHER VEHICLE | OV-2 |
| ORIGINAL SPECIFICATIONS  |                                      |             |                                    |                                      |               |      |
| Wheelbase  | <u>272</u> cm                        |             | Front Overhang                     | <u>097</u> cm<br><u>22</u> <u>24</u> |               |      |
| Curb Weight  | <u>1490</u> kg                       |             | Rear Overhang                      | <u>116</u> cm<br><u>25</u> <u>27</u> |               |      |
| Average Track Width  | <u>154</u> cm<br><u>13</u> <u>15</u> |             | Undeformed End Width (UEW)         | <u>179</u> cm<br><u>28</u> <u>30</u> |               |      |
| Overall Length   | <u>483</u> cm<br><u>16</u> <u>18</u> |             | Engine Displacement                | <u>3.0</u> L<br><u>31</u> <u>32</u>  |               |      |
| Overall Width (OAW)  | <u>179</u> cm<br><u>19</u> <u>21</u> |             | Engine: # of Cylinders             | <u>06</u><br><u>33</u> <u>34</u>     |               |      |
| VEHICLE DAMAGE   |                                      |             |                                    |                                      |               |      |
|  <p><i>NO INSPECTION</i></p>     |                                      |             |                                    |                                      |               |      |
| FRONTAL CRASH OVERLAP  |                                      |             |                                    |                                      |               |      |
| Round up for .5. 98 = 98% or more<br>Enter % overlap or "99" for missing or N/A.   |                                      |             | Direct Damage Length (DDL)         | <u>999</u> cm<br><u>35</u> <u>37</u> |               |      |
| Front-End Overlap (Percent) = $\frac{DDL}{UEW}$  |                                      |             | <u>99</u> %<br><u>38</u> <u>39</u> |                                      |               |      |
| Vehicle Overlap (Percent) = $\frac{DDL + 1/2(OAW - UEW)}{OAW}$   |                                      |             | <u>99</u> %<br><u>40</u> <u>41</u> |                                      |               |      |

| DUPLICATE COLUMNS 1-8<br>FROM THE PREVIOUS CARD.  |                                      | Module <u>V</u><br><u>9</u> <u>D</u><br><u>10</u> | Format <u>0</u><br><u>11</u> <u>1</u><br><u>12</u> | VEHICLE DESCRIPTION   | VD-1        |
|---|--------------------------------------|---|--|-----------------------|-------------|
| MAKE:   | <u>PLYMOUTH</u>                      |   |  | CARGO:                | <u>NONE</u> |
| MODEL:  | <u>BREEZE 4-DOOR</u>                 |   |  |                       |             |
| VIN   |                                      |   |  |                       |             |
| MANUFAC/BODY CODE   | <u>13428</u><br><u>30</u> <u>34</u>  |   |  |                       |             |
| MAKE/MODEL CODE   | <u>0506</u><br><u>38</u>             |   |  | <u>8</u><br><u>60</u> |             |
| MODEL YEAR  | <u>1998</u>                          |   |  |                       |             |
| VEHICLE MASS (kg)   | <u>001328</u><br><u>41</u> <u>46</u> |   |  |                       |             |
| ODOMETER (km)<br>(ENTER 9'S IF UNKNOWN)<br>(ENTER 8'S IF ELECTRONIC)  | <u>888888</u><br><u>47</u> <u>52</u> |   |  | <u>2</u><br><u>61</u> |             |
| NUMBER OF OCCUPANTS<br>(ENTER 9'S IF UNKNOWN)   | <u>01</u><br><u>54</u>               |   |  |                       |             |
| TRAVELING SPEED (km/h)  | <u>40</u><br><u>57</u>               |   |  | <u>1</u><br><u>62</u> |             |
| <p>(000) PARKED OR STOPPED<br/>         (995) JUST STARTING UP<br/>         (996) BACKING UP<br/>         (997) SPEED NOT EXCESSIVE (BUT UNKNOWN)<br/>         (998) SPEED EXCESSIVE (BUT UNKNOWN)<br/>         (999) UNKNOWN</p>   |                                      |   |  |                       |             |
| VEHICLE TYPE  |                                      |   |  |                       |             |
| PASSENGER VEHICLE   | <u>14</u><br><u>58</u> <u>59</u>     |   |  | <u>2</u><br><u>63</u> |             |
| <p>(11) 2-DOOR HARDTOP (NO UPPER B-PILLAR)<br/>         (12) 2-DOOR SEDAN OR COUPE<br/>             (ANY UPPER B-PILLAR)<br/>         (13) 4-DOOR HARDTOP<br/>         (14) 4-DOOR SEDAN<br/>         (15) STATION WAGON<br/>         (16) CONVERTIBLE<br/>         (18) OTHER PASS. VEH. : _____<br/>         (19) PASSENGER VEHICLE, TYPE UNKNOWN</p> |                                      |   |  |                       |             |
| MULTIPURPOSE PASSENGER VEHICLE  |                                      |   |  | <u>1</u><br><u>64</u> |             |
| <p>(21) SMALL UTILITY (E.G. JEEP, SCOUT, BRONCO)<br/>         (22) LARGE UTILITY (E.G. PANEL TRUCK, SUBURBAN)<br/>         (23) VAN, SIZE UNKNOWN<br/>         (24) VAN, SMALL (MINI)<br/>         (25) VAN, LARGE<br/>         (29) MPV, TYPE UNKNOWN<br/>         (30) MOTOR HOME</p>   |                                      |   |  |                       |             |
| TRUCK   |                                      |   |  | <u>1</u><br><u>65</u> |             |
| <p>(31) PICKUP TRUCK, UNKNOWN<br/>         (32) PICKUP TRUCK, SMALL (DOWNSIZED)<br/>         (33) PICKUP TRUCK, LARGE<br/>         (99) UNKNOWN</p>   |                                      |   |  |                       |             |
| <p>STOLEN VEHICLE</p> <p>(0) NO<br/>         (1) YES<br/>         (8) NOT COLLECTED<br/>         (9) UNKNOWN</p>  |                                      |   |  |                       |             |
| <p>BODY STRUCTURE</p> <p>(1) BODY &amp; FRAME<br/>         (2) UNITIZED<br/>         (3) INTEGRAL-STUB FRAME<br/>         (4) BODY &amp; PLATFORM FRAME<br/>             (E.G. VW BUG)<br/>         (5) PARTIALLY UNITIZED<br/>         (7) OTHER: _____<br/>         (9) UNKNOWN</p>   |                                      |   |  |                       |             |
| <p>TRANSMISSION</p> <p>(0) NONE<br/>         (1) AUTOMATIC<br/>         (2) MANUAL<br/>         (9) UNKNOWN</p>   |                                      |   |  |                       |             |
| <p>LOCATION OF TRANSMISSION<br/>SELECTOR LEVER</p> <p>(1) FLOOR<br/>         (2) CONSOLE<br/>         (3) COLUMN<br/>         (7) OTHER: _____<br/>         (9) UNKNOWN</p>   |                                      |   |  |                       |             |
| <p>STEERING</p> <p>(1) POWER<br/>         (2) MANUAL<br/>         (9) UNKNOWN</p>   |                                      |   |  |                       |             |
| <p>BRAKES</p> <p>(1) POWER<br/>         (2) MANUAL<br/>         (9) UNKNOWN</p>   |                                      |   |  |                       |             |

## VEHICLE DESCRIPTION VD-2

|  |                |  |
|--|----------------|--|
| TYPE OF BRAKES   | <u>2</u><br>66 | WHEELBASE (cm)<br>(999) Unknown<br><i>274</i><br>74 75 76  |
| (1) DRUM, ALL WHEELS<br>(2) DISC, FRONT WHEELS<br>(3) DISC, ALL WHEELS<br>(9) UNKNOWN  |                |  |
| BRAKE ANTI-LOCK DEVICE   | <u>9</u><br>67 | PLASTIC ANTI-LACERATIVE<br>INNER LAYER GLASS EQUIPPED<br><i>O</i><br>77  |
| (0) NONE INSTALLED<br>(1) TWO-WHEEL<br>(2) FOUR-WHEEL<br>(7) EQUIPPED, UNKNOWN WHEELS<br>(9) UNKNOWN   |                | (0) NONE<br>(1) WINDSHIELD<br>(2) WINDSHIELD AND SIDE<br>(7) OTHER<br>(9) UNKNOWN  |
| AIR CONDITIONING IN VEHICLE  | <u>8</u><br>68 |  |
| (0) NO<br>(1) YES<br>(8) NOT COLLECTED<br>(9) UNKNOWN  |                |  |
| TYPE OF DRIVE  | <u>2</u><br>69 | FIELD INVESTIGATOR INSTRUCTIONS:   |
| (1) REAR WHEEL<br>(2) FRONT WHEEL<br>(3) FOUR WHEEL<br>(4) ALL WHEEL DRIVE<br>(9) UNKNOWN  |                | 1. INDICATE CRUSHED AREAS BY OUTLINING NEW PERIMETER OF VEHICLE AND SHADING THE DAMAGED AREAS ON THE LARGE SKETCH ON PAGE VD-3. USE AS MANY SKETCHES AS NECESSARY TO COMPLETELY DESCRIBE THE DAMAGE. |
| DUAL REAR WHEELS   | <u>0</u><br>70 | 2. ENTER THE DIMENSIONS ON THE SKETCH(ES) MEASURED TO THE POINT OF MAXIMUM PENETRATION BY THE OBJECT(S) CONTACTED. USE THE EXAMPLES BELOW AS A GUIDE.  |
| (0) NO<br>(1) YES<br>(9) UNKNOWN   |                | 3. ENTER THE THREE DIMENSIONS TO THE CENTER OF THE WHEELS (WHEELBASE, FRONT AND REAR OVERHANGS) ON BOTH SIDES OF THE CAR.  |
| ORIGINAL TYPE OF RESTRAINT SYSTEM  | <u>3</u><br>71 | 4. ADD OTHER DIMENSIONS AS NECESSARY TO COMPLETELY DESCRIBE THE DAMAGE.  |
| (1) ACTIVE BELT<br>(2) PASSIVE BELT<br>(3) AIRBAG<br>(4) KNEE BOLSTERS<br>(7) OTHER: _____<br>(8) NOT APPLICABLE (NOT EQUIPPED)<br>(9) UNKNOWN   |                | EXAMPLES:  |
| EQUIPPED WITH ROLL BAR   | <u>0</u><br>72 |   |
| (0) NO<br>(1) YES<br>(9) UNKNOWN   |                |   |
| TYPE OF ROOF   | <u>1</u><br>73 |    |
| (0) NONE<br>(1) SOLID<br>(2) T-TOP CLOSED<br>(3) T-TOP OPEN<br>(4) SUN ROOF CLOSED<br>(5) SUN ROOF OPEN<br>(6) CONVERTIBLE CLOSED<br>(7) CONVERTIBLE OPEN<br>(8) OTHER: _____<br>(9) UNKNOWN |                | ROOF (REFERENCE TO TOP OF DOOR SILL OR WINDOW SILL)<br>   |

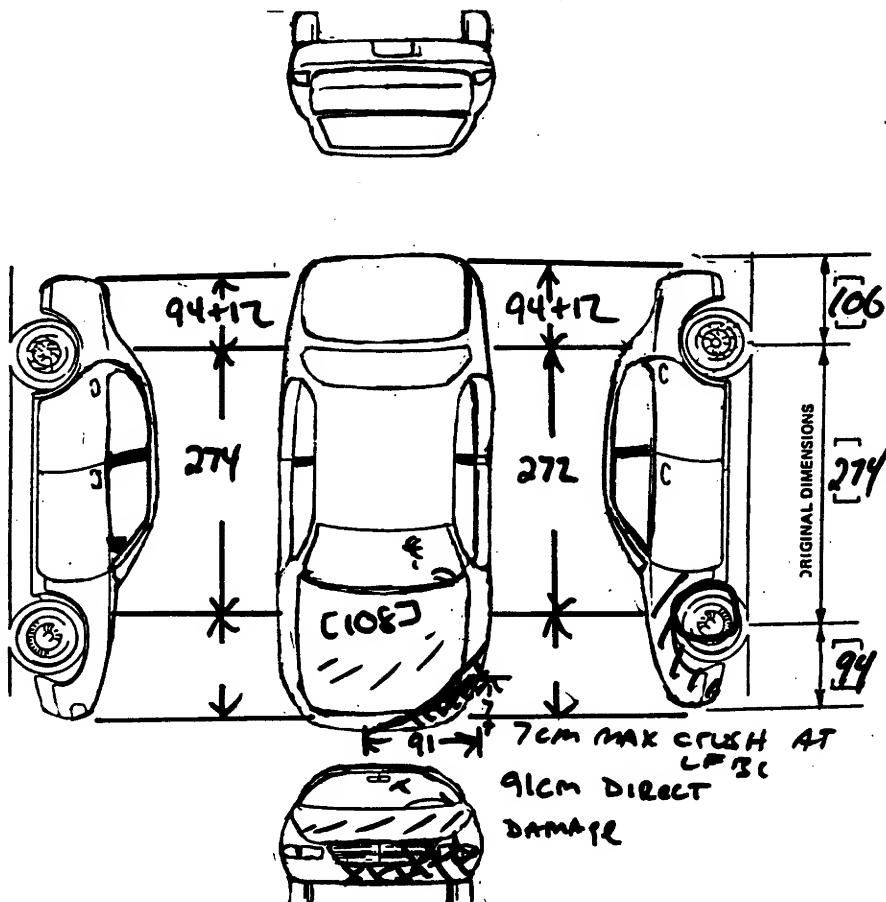
Duplicate columns 1-8  
from the previous card.Module V  
9    D  
10    Format 0  
11    2  
12

## VEHICLE DESCRIPTION VD-3

## ORIGINAL SPECIFICATIONS

|                     |                |                            |                |
|---------------------|----------------|----------------------------|----------------|
| Wheelbase           | <u>274</u> cm  | Front Overhang             | <u>0 94</u> cm |
| Curb Weight         | <u>1328</u> kg | Rear Overhang              | <u>106</u> cm  |
| Average Track Width | <u>153</u> cm  | Undeformed End Width (UEW) | <u>150</u> cm  |
| Overall Length      | <u>474</u> cm  | Engine Displacement        | <u>2.4</u> L   |
| Overall Width (OAW) | <u>182</u> cm  | Engine: # of Cylinders     | <u>04</u>      |

## VEHICLE DAMAGE



## FRONTAL CRASH OVERLAP

Round up for .5. 98 = 98% or more  
Enter % overlap or "99" for missing or N/A.

Direct Damage Length (DDL) 0 9 1 cm

$$\text{Front-End Overlap (Percent)} = \frac{\text{DDL}}{\text{UEW}} \quad \frac{91}{150} \quad \frac{61}{38} \% \quad \frac{61}{39} \%$$

$$\text{Vehicle Overlap (Percent)} = \frac{\text{DDL} + 1/2(\text{OAW} - \text{UEW})}{\text{OAW}} \quad \frac{91 + 1/2(182 - 150)}{182} \quad \frac{59}{40} \% \quad \frac{59}{41} \%$$

| Duplicate columns 1-8<br>from the previous card. |   | Module <u>D</u><br><u>9</u> <u>10</u>                        | Format <u>0</u><br><u>11</u> <u>12</u>         | DAMAGE DA-1 |  |
|--|---|--|--|-------------|--|
| <b>PRIMARY</b>                                   | CASE VEHICLE PRIMARY CDC  | CONTACTED VEHICLE ASSOCIATED CDC                             |  |             |  |
|  | EVENT NUMBER  | <u>1</u><br>13   | VEN. B   |             |  |
|  | IMPACT SPEED (km/h)   | <u>999</u><br>14    15    16                                 | <u>999</u><br>35    36    37                   |             |  |
|  | ESTIMATED BY  | <u>1</u><br>17   | <u>1</u><br>38                                 |             |  |
|  | CRUSH (cm)  | <u>007</u><br>18    19    20                                 | <u>999</u><br>39    40    41                   |             |  |
|  | CDC #1  | <u>12-FYEW-1</u><br>21                      27               | <u>99-0000-0</u><br>42                      48 |             |  |
| CDC #2   | <u>98-0000-0</u><br>28                      34  | <u>99-0000-0</u><br>49                      55               |  |             |  |
| Duplicate columns 1-8<br>from the previous card. |   | Module <u>D</u><br><u>9</u> <u>10</u>                        | Format <u>0</u><br><u>11</u> <u>12</u>         |             |  |
| <b>SECONDARY</b>                                 | CASE VEHICLE SECONDARY CDC  | CONTACTED VEHICLE ASSOCIATED CDC                             |  |             |  |
|  | EVENT NUMBER  | —<br>13  |  |             |  |
|  | IMPACT SPEED (km/h)   | —<br>14    15    16  | —<br>35    36    37                            |             |  |
|  | ESTIMATED BY  | —<br>17  | —<br>38  |             |  |
|  | CRUSH (cm)  | —<br>18    19    20  | —<br>39    40    41                            |             |  |
|  | CDC #1  | —<br>21                      27                              | —<br>42                      48                |             |  |
| CDC #2   | —<br>28                      34   | —<br>49                      55                              |  |             |  |
| <b>CODES</b>                                     |   |  |  |             |  |
| EVENT NUMBER                                     | IMPACT SPEED ESTIMATOR  | CRUSH  |  |             |  |
| (8) NOT APPLICABLE<br>(9) UNKNOWN                | (1) INVESTIGATOR<br>(2) DRIVER<br>(3) POLICE<br>(4) "CRASH" PROGRAM<br>(5) OTHER COMPUTER PROGRAM<br>SPECIFY: _____ | (998) NOT APPLICABLE<br>(NO VEHICLE/DAMAGE)<br>(999) UNKNOWN |  |             |  |
| IMPACT SPEED                                     | (7) OTHER: _____  | CDC  |  |             |  |
| (998) NOT APPLICABLE<br>(999) UNKNOWN            | (8) NOT APPLICABLE<br>(NO VEHICLE/NO IMPACT)  | (9800000) NOT APPLICABLE<br>(9900000) UNKNOWN                |  |             |  |

Duplicate columns 1-8  
from the previous card.Module D A Format 0 1  
9 10 11 12

DAMAGE DA-2

## MAXIMUM SHEET METAL CRUSH

(cm) (999) UNKNOWN

FRONT 0 0 7  
13 15RIGHT SIDE 0 0 0  
16 18REAR 0 0 0  
19 21LEFT SIDE 0 0 0  
22 24ROOF 0 0 0  
25 27OTHER 0 0 0  
28 30CHRONOLOGICAL SEQUENCE  
OF DAMAGE/INJURY PRODUCING CRASH EVENTS  
FOR CASE VEHICLENOTE: IF CHRONOLOGICAL ORDER  
IS UNKNOWN, EVENT  
ORDER IS OPTIONAL.DO YOU KNOW THIS TABLE  
TO BE IN CHRONOLOGICAL ORDER?  31(0) NO  
(1) YES

| EVENT NUMBER | IMPACT LOCATION<br>(1) ON ROADWAY<br>(2) SHOULDER/MEDIAN/GORE<br>(3) ON ROADSIDE<br>(4) OUTSIDE ROADSIDE<br>RIGHT-OF-WAY<br>(5) OTHER<br>(6) OFF ROADWAY, LOC. UNK.<br>(9) UNKNOWN | IMPACT CONFIGURATION<br>FOR CODES, SEE TABLE<br>ON PAGE DA-3. | OBJECT/VEHICLE<br>CONTACTED<br>FOR CODES, SEE TABLE<br>ON PAGE DA-4. |
|--------------|--|---|--|
| # 1          | <u>1</u><br>32   | <u>13</u><br>34   | <u>28</u><br>36  |
| #2           | <u>—</u><br>37   | <u>—</u><br>39  | <u>—</u><br>41   |
| #3           | <u>—</u><br>42   | <u>—</u><br>44  | <u>—</u><br>46   |
| #4           | <u>—</u><br>47   | <u>—</u><br>49  | <u>—</u><br>51   |
| #5           | <u>—</u><br>52   | <u>—</u><br>54  | <u>—</u><br>56   |
| #6           | <u>—</u><br>57   | <u>—</u><br>59  | <u>—</u><br>61   |
| #7           | <u>—</u><br>62   | <u>—</u><br>64  | <u>—</u><br>66   |

DAMAGE DA-3

CODES FOR  
IMPACT CONFIGURATIONFRONT OF CASE VEHICLE

- (11) AND FRONT OF CONTACTED VEHICLE
- (13) AND SIDE OF CONTACTED VEHICLE
- (14) AND REAR OF CONTACTED VEHICLE
- (16) ENDSWIPE BY CONTACTED VEHICLE
- (17) AND OBJECT
- (19) AND UNKNOWN OTHER VEHICLE CONFIGURATION

LEFT SIDE OF CASE VEHICLE

- (21) AND FRONT OF CONTACTED VEHICLE (TYPE T)
- (22) AND FRONT OF CONTACTED VEHICLE (TYPE L)
- (23) AND SIDE OF CONTACTED VEHICLE (NOT SIDESWIPE)
- (24) AND REAR OF CONTACTED VEHICLE (TYPE T)
- (25) AND REAR OF CONTACTED VEHICLE (TYPE L)
- (26) SIDESWIPE BY CONTACTED VEHICLE
- (27) AND OBJECT
- (29) AND UNKNOWN OTHER VEHICLE CONFIGURATION

REAR OF CASE VEHICLE

- (31) AND FRONT OF CONTACTED VEHICLE
- (33) AND SIDE OF CONTACTED VEHICLE
- (34) AND REAR OF CONTACTED VEHICLE
- (36) ENDSWIPE BY CONTACTED VEHICLE
- (37) AND OBJECT
- (39) AND UNKNOWN OTHER VEHICLE CONFIGURATION

RIGHT SIDE OF CASE VEHICLE

- (41) AND FRONT OF CONTACTED VEHICLE (TYPE T)
- (42) AND FRONT OF CONTACTED VEHICLE (TYPE L)
- (43) AND SIDE OF CONTACTED VEHICLE (NOT SIDESWIPE)
- (44) AND REAR OF CONTACTED VEHICLE (TYPE T)
- (45) AND REAR OF CONTACTED VEHICLE (TYPE L)
- (46) SIDESWIPE BY CONTACTED VEHICLE
- (47) AND OBJECT
- (49) AND UNKNOWN OTHER VEHICLE CONFIGURATION

## OTHER

- (57) VEHICLE TO OBJECT
- (58) VEHICLE TO VEHICLE
- (59) VEHICLE TO VEHICLE, CONFIGURATION UNKNOWN

## ROLLOVER

- (61) LESS THAN 360°
- (62) 360° OR MORE
- (69) DETAILS UNKNOWN

## UNKNOWN

- (99) IMPACT TYPE UNKNOWN

DAMAGE DA-4

## CODES FOR VEHICLE/OBJECT CONTACTED

## VEHICLE/OBJECT GROUPS

- (00) NO OBJECT
- (01) - (39) PASSENGER VEHICLE & TRUCK
- (40) - (69) OTHER VEHICLE
- (70) - (76) PEDESTRIAN & ON-ROADWAY OBJECT
- (77) - (97) OFF-ROADWAY OBJECT
- (98) OTHER (DESCRIBE)
- (99) UNKNOWN

## BUS

- (40) UNKNOWN BUS TYPE
- (41) SCHOOL BUS
- (42) INTERCITY BUS (BETWEEN CITIES)
- (43) TRANSIT BUS (INTRACITY)
- (44) STREETCAR (ON TRACKS)

## PASSENGER VEHICLE

- (02) LARGE
- (03) LIMOUSINE
- (17) PICKUP
- (20) UNKNOWN PASSENGER VEHICLE BODY
- (24) SUB-MINI
- (25) MINI
- (26) SUB-COMPACT
- (27) COMPACT
- (28) INTERMEDIATE
- (29) FULL

## SIZE

WHEELBASE

|              |                                |
|--------------|--------------------------------|
| SUB-MINI     | < 2286 mm (< 90")              |
| MINI         | 2286 - 2412 mm (90" - 94.9")   |
| SUB-COMPACT  | 2413 - 2539 mm (95" - 99.9")   |
| COMPACT      | 2540 - 2666 mm (100" - 104.9") |
| INTERMEDIATE | 2667 - 2793 mm (105" - 109.9") |
| FULL         | 2794 - 2920 mm (110" - 114.9") |
| LARGE        | 2921 - 3174 mm (115" - 124.9") |
| LIMOUSINE    | > 3175 mm (> 125")             |

## MULTIPURPOSE PASSENGER VEHICLE

- (11) SMALL VAN (MINI)
- (12) PICKUP
- (14) SMALL UTILITY (WHEELBASE LESS THAN 107", E.G. JEEP, BRONCO)
- (15) LARGE UTILITY (WHEELBASE MORE THAN 107", E.G. PANEL TRUCK, SUBURBAN)
- (16) PICKUP TRUCK WITH CANOPY/SHELL COVER
- (17) PICKUP CAR WITH CANOPY/SHELL COVER
- (21) MOTOR HOME
- (22) PICKUP TRUCK WITH SLIDE-IN CAMPER
- (23) PICKUP CAR WITH SLIDE-IN CAMPER
- (31) CHASSIS-MOUNTED CAMPER

## TRUCK

- (11) SMALL VAN (E.G. ECONOLINE)
- (12) PICKUP TRUCK
- (13) UNKNOWN LIGHT TRUCK
- (15) LARGE UTILITY (E.G. PANEL TRUCK, SUBURBAN)
- (16) PICKUP TRUCK WITH CANOPY/SHELL COVER
- (22) PICKUP TRUCK WITH SLIDE-IN CAMPER
- (30) UNKNOWN TRUCK TYPE
- (31) CHASSIS-MOUNTED CAMPER
- (33) DELIVERY VAN (WALK-IN)
- (34) STRAIGHT TRUCK
- (35) TRUCK-TRACTOR (BOBTAIL)
- (36) CHASSIS-CAB
- (37) UNKNOWN HEAVY TRUCK
- (38) TRACTOR & SEMI-TRAILER (SEMI)
- (39) TRUCK (OR SEMI) & FULL TRAILER(S)

## MOTORCYCLE

- (50) UNKNOWN MOTORCYCLE TYPE
- (51) 1 - 75 cc
- (52) 76 - 125 cc
- (53) 126 - 250 cc
- (54) 251 - 500 cc
- (55) 501 - 750 cc
- (56) 751 cc +
- (57) 3-WHEELS (OR WITH SIDECAR)

## SPECIAL PURPOSE VEHICLE

- (60) UNKNOWN OTHER SPECIAL VEHICLE (DESCRIBE)
- (61) SNOWMOBILE
- (62) ATV (ALL TERRAIN VEHICLE)
- (63) AMPHIBIOUS VEHICLE
- (64) FARM VEHICLE
- (65) CONSTRUCTION VEHICLE
- (66) TRAILER, PRIVATE (CAMPER)
- (67) TRAILER, COMMERCIAL (CARGO)
- (68) TRAIN (CARS)
- (69) LOCOMOTIVE (ENGINE, SWITCHER)

## OBJECT

- (70) PEDESTRIAN
- (71) BICYCLIST, OTHER PEDALCYCLIST
- (72) PEDESTRIAN CONVEYANCE (E.G. PERSON RIDING ANIMAL, CART)
- (73) LARGE ANIMAL
- (74) FALLEN OBJECT (E.G. OBJECT DISLODGED FROM OTHER VEHICLE, FALLEN TREE, ROCKS)
- (75) ROCKS
- (76) CONSTRUCTION EQUIPMENT (EXCLUDING (65))
- (77) SIGN POST, UTILITY POLE, TREE..
- (78) DITCH
- (79) EMBANKMENT, SNOWBANK, RR TRACKS RR X
- (80) GROUND (ROLLOVER ONLY)
- (81) CURB (DAMAGE PRODUCING IMPACTS ONLY)
- (82) CULVERT
- (83) FENCE
- (84) HYDRANT, SHORT POST, STUMP
- (85) SMALL POST/TREE, RURAL MAIL BOX, MILE MARKER, DELINEATOR
- (86) BUILDING
- (87) PIER, PILLAR, BRIDGE SUPPORT
- (88) ABUTMENT, RETAINING WALL
- (89) BRIDGE RAIL
- (90) GUARD RAIL, LEADING SECTION
- (91) GUARD RAIL, MIDDLE OR UNKNOWN
- (92) GUARD RAIL, TRAILING SECTION
- (93) GUARD POST (TIMBER, METAL, CONCRETE)
- (94) CABLE, FENCE BARRIER
- (95) CONCRETE BARRIER (MEDIAN)
- (96) IMPACT ATTENUATOR
- (97) BREAKAWAY FEATURES



Duplicate columns 1-8  
from the previous card.Module C    R Format 0    1  
              9    10      11    12CRASH RECONSTRUCTION CR-1  
for ΔV

|           | CASE VEHICLE PRIMARY IMPACT                      |                 |                   |                 | CASE VEHICLE SECONDARY IMPACT |          |                   |          |
|-----------|--|-----------------|-------------------|-----------------|-------------------------------|----------|-------------------|----------|
|           | CASE VEHICLE                                     |                 | CONTACTED VEHICLE |                 | CASE VEHICLE                  |          | CONTACTED VEHICLE |          |
|           | EVENT NUMBER                                     |                 |                   |                 |                               |          |                   |          |
| ΔV (km/h) | TOTAL  | 7<br>13         |                   |                 |                               | 47       |                   |          |
|           | LONGITUDINAL*                                    | 9 —<br>14 15 16 |                   | 9 —<br>32 33 34 |                               | 48 49 50 |                   | 66 67 68 |
|           | LATERAL*   | 9 —<br>17 20    |                   | 9 —<br>35 38    |                               | 51 54    |                   | 69 72    |
|           |  | 9 —<br>21 24    |                   | 9 —<br>39 42    |                               | 55 58    |                   | 73 76    |
|           | NOTE: THESE ΔV COMPONENTS<br>MUST INCLUDE SIGN.  |                 |                   |                 |                               |          |                   |          |
|           | EXAMPLES: 10 km/h = +0.12<br>-7 km/h = -0.07     |                 |                   |                 |                               |          |                   |          |
|           | ENERGY DISSIPATED BY<br>CRUSH (kJ)               | 9 —<br>25 28    |                   | 9 —<br>43 46    |                               | 59 62    |                   | 77 80    |
|           | RECONSTRUCTION                                   |                 | 12<br>29 30       |                 |                               | 63 64    |                   |          |
|           | (01) RECONSTRUCTED, UNKNOWN<br>CONFIDENCE LEVEL  |                 |                   |                 |                               |          |                   |          |
|           | (21) RECONSTRUCTED, LOW<br>CONFIDENCE LEVEL      |                 |                   |                 |                               |          |                   |          |
|           | (22) RECONSTRUCTED, MODERATE<br>CONFIDENCE LEVEL |                 |                   |                 |                               |          |                   |          |
|           | (23) RECONSTRUCTED, HIGH<br>CONFIDENCE LEVEL     |                 |                   |                 |                               |          |                   |          |
|           | NOT RECONSTRUCTED BECAUSE                        |                 |                   |                 |                               |          |                   |          |
|           | (02) INSUFFICIENT DATA                           |                 |                   |                 |                               |          |                   |          |
|           | (03) EXCESSIVE UNDERRIDE/<br>OVERRISE            |                 |                   |                 |                               |          |                   |          |
|           | (04) ROLLOVER                                    |                 |                   |                 |                               |          |                   |          |
|           | (05) VAULTING                                    |                 |                   |                 |                               |          |                   |          |
|           | (06) OTHER TRAVEL IN MORE<br>THAN ONE PLANE      |                 |                   |                 |                               |          |                   |          |
|           | (07) NON-HORIZONTAL FORCE                        |                 |                   |                 |                               |          |                   |          |
|           | (08) SIDESWIPE-TYPE DAMAGE                       |                 |                   |                 |                               |          |                   |          |
|           | (09) YIELDING OBJECT                             |                 |                   |                 |                               |          |                   |          |
|           | (10) OTHER:<br>____                              |                 |                   |                 |                               |          |                   |          |
|           | (11) AT LEAST ONE VEHICLE<br>BEYOND SCOPE        |                 |                   |                 |                               |          |                   |          |
|           | (12) OTHER VEHICLE NOT<br>INSPECTED              |                 |                   |                 |                               |          |                   |          |
|           | MODE   |                 | 5<br>31           |                 |                               | 65       |                   |          |
|           | (1) CDC ONLY                                     |                 |                   |                 |                               |          |                   |          |
|           | (2) CDC & DETAILED DAMAGE                        |                 |                   |                 |                               |          |                   |          |
|           | (3) TRAJECTORY & CDC                             |                 |                   |                 |                               |          |                   |          |
|           | (4) TRAJECTORY & CDC &<br>DETAILED DAMAGE        |                 |                   |                 |                               |          |                   |          |
|           | (5) NOT RECONSTRUCTED                            |                 |                   |                 |                               |          |                   |          |
|           | COMPUTER PROGRAM<br>SPECIFY: _____               |                 |                   |                 |                               |          |                   |          |

Duplicate columns 1-8  
from the previous card.Module C    R Format 0    2  
              9    10    11    12

## CRASH RECONSTRUCTION

CR-2

for EBS

|  | CASE VEHICLE PRIMARY IMPACT |  |                   |  | CASE VEHICLE SECONDARY IMPACT |  |                   |    |
|--|-----------------------------|--|-------------------|--|-------------------------------|--|-------------------|----|
|  | CASE VEHICLE                |  | CONTACTED VEHICLE |  | CASE VEHICLE                  |  | CONTACTED VEHICLE |    |
|  | 13                          |  | 32 33 34          |  | 47                            |  | 66 67 68          |    |
| EVENT NUMBER                                     | 1                           |  |                   |  | 47                            |  |                   |    |
| EBS (km/h) TOTAL                                 | 0 1 4                       |  | 8 —               |  | 48 49 50                      |  | 66 67 68          |    |
| LONGITUDINAL                                     | -0 1 4                      |  | 8 —               |  | 51 — — —                      |  | 69 — — —          | 72 |
| LATERAL*   | 7 0 0 0                     |  | 8 —               |  | 55 — — —                      |  | 73 — — —          | 76 |
| NOTE: THESE EBS COMPONENTS<br>MUST INCLUDE SIGN. |                             |  |                   |  |                               |  |                   |    |
| EXAMPLES: 10 km/h = ±0 1 0<br>-7 km/h = -0 0 7   |                             |  |                   |  |                               |  |                   |    |
| ENERGY DISSIPATED BY<br>CRUSH (kJ)               | 6 0 1 2                     |  | 8 —               |  | 59 — — —                      |  | 77 — — —          | 80 |
| RECONSTRUCTION                                   | 2 2                         |  |                   |  | 63 64                         |  |                   |    |
| (01) REconstructed, UNKNOWN<br>CONFIDENCE LEVEL  |                             |  |                   |  |                               |  |                   |    |
| (21) REconstructed, LOW<br>CONFIDENCE LEVEL      |                             |  |                   |  |                               |  |                   |    |
| (22) REconstructed, MODERATE<br>CONFIDENCE LEVEL |                             |  |                   |  |                               |  |                   |    |
| (23) REconstructed, HIGH<br>CONFIDENCE LEVEL     |                             |  |                   |  |                               |  |                   |    |
| NOT REconstructed BECAUSE                        | 9                           |  |                   |  |                               |  |                   |    |
| (02) INSUFFICIENT DATA                           | -9                          |  |                   |  |                               |  |                   |    |
| (03) EXCESSIVE UNDERRIDE/<br>OVERRIDE            | 0                           |  |                   |  |                               |  |                   |    |
| (04) ROLLOVER                                    |                             |  |                   |  |                               |  |                   |    |
| (05) VAULTING                                    |                             |  |                   |  |                               |  |                   |    |
| (06) OTHER TRAVEL IN MORE<br>THAN ONE PLANE      |                             |  |                   |  |                               |  |                   |    |
| (07) NON-HORIZONTAL FORCE                        |                             |  |                   |  |                               |  |                   |    |
| (08) SIDESWIPE-TYPE DAMAGE                       |                             |  |                   |  |                               |  |                   |    |
| (09) YIELDING OBJECT                             |                             |  |                   |  |                               |  |                   |    |
| (10) OTHER: _____                                |                             |  |                   |  |                               |  |                   |    |
| (11) AT LEAST ONE VEHICLE<br>BEYOND SCOPE        |                             |  |                   |  |                               |  |                   |    |
| (12) OTHER VEHICLE NOT<br>INSPECTED              |                             |  |                   |  |                               |  |                   |    |
| MODE   | 2                           |  |                   |  | 65                            |  |                   |    |
| (1) CDC ONLY                                     |                             |  |                   |  |                               |  |                   |    |
| (2) CDC & DETAILED DAMAGE                        |                             |  |                   |  |                               |  |                   |    |
| (3) TRAJECTORY & CDC                             |                             |  |                   |  |                               |  |                   |    |
| (4) TRAJECTORY & CDC &<br>DETAILED DAMAGE        |                             |  |                   |  |                               |  |                   |    |
| (5) NOT REconstructed                            |                             |  |                   |  |                               |  |                   |    |
| COMPUTER PROGRAM<br>SPECIFY: <i>CRASH</i>        |                             |  |                   |  |                               |  |                   |    |

Duplicate columns 1-8  
from the previous card.Module C    R    Format 0    3  
            9     10     11     12

## CRASH RECONSTRUCTION

CR-3

## NOTES:

1. ENTER CRASH RECONSTRUCTION DAMAGE MEASUREMENTS IN CENTIMETERS.

2. MEASURE C<sub>1</sub> TO C<sub>6</sub> FROM DRIVER TO PASSENGER SIDE IN FRONT OR REAR IMPACTS, REAR TO FRONT IN SIDE IMPACTS.

3. D IS POSITIVE IF MEASURED TO A POINT FORWARD OF OR TO THE RIGHT OF THE CG.

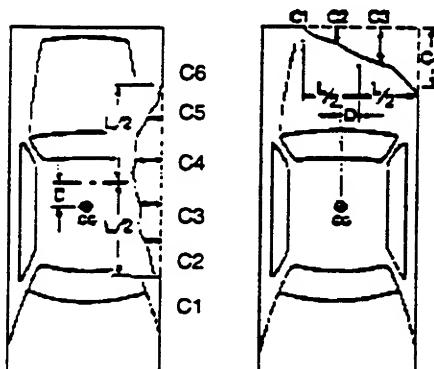
4. USE THE CENTER OF THE WHEELBASE AS THE CG.

CASE VEHICLE  
LOCATOR

Locate the end of the damage with respect to the vehicle longitudinal center line, or an undamaged axle for side impacts.

| Specific Impact No. | Location of Direct Damage                                     | Location of Field L |
|---------------------|---|---------------------|
| 1                   | 16CM RIGHT OF CENTER<br>BEGINS AT LEFT-FRONT<br>BUMPER CORNER | BC TO BC            |

PLANE:  
 (1) Bumper  
 (2) Above Bumper  
 (3) Sill  
 (4) Above Sill  
 (5) Other \_\_\_\_\_  
 (9) Unknown

DL \_\_\_\_\_  
UDL \_\_\_\_\_

## CRUSH PROFILE IN CENTIMETERS

NOTE: Each line in the table below is a separate record (card). Duplicate columns 1 - 12 for each completed line.

| Specific Impact Number | Plane of Impact C-Measur. | Direct Damage |           | Field L  | C <sub>1</sub> | C <sub>2</sub> | C <sub>3</sub> | C <sub>4</sub> | C <sub>5</sub> | C <sub>6</sub> | ±D          |
|------------------------|---------------------------|---------------|-----------|----------|----------------|----------------|----------------|----------------|----------------|----------------|-------------|
|                        |                           | Length (DDL)  | Max Crush |          |                |                |                |                |                |                |             |
| 1                      | 1                         | 91            | 32        | 150      | 32             | 15             | 6              | 4              | 10             | 22.5           | -25.5       |
|                        | FREESPACE                 |               | 25        |          | 25             | 12             | 2              | 2              | 12             | 25             |             |
|                        | TOTAL                     |               | 7         |          | 7              | 3              | 4              | 2              | 0              | 0              |             |
|                        |                           |               |           |          |                |                |                |                |                |                |             |
|                        |                           |               |           |          |                |                |                |                |                |                |             |
| 1                      | 1                         | 091           | 007       | 150      | 007            | 063            | 004            | 002            | 000            | 000            | -030        |
| 13                     | 14                        | 15 16 17      | 18 19 20  | 21 22 23 | 24 25 26       | 27 28 29       | 30 31 32       | 33 34 35       | 36 37 38       | 39 40 41       | 42 43 44 45 |
|                        |                           |               |           |          |                |                |                |                |                |                |             |
|                        |                           |               |           |          |                |                |                |                |                |                |             |
|                        |                           |               |           |          |                |                |                |                |                |                |             |
|                        |                           |               |           |          |                |                |                |                |                |                |             |
| 2                      |                           |               |           |          |                |                |                |                |                |                |             |

Duplicate columns 1-8  
from the previous card.Module C    R Format 0    4  
              9    10    11    12

## CRASH RECONSTRUCTION CR-4

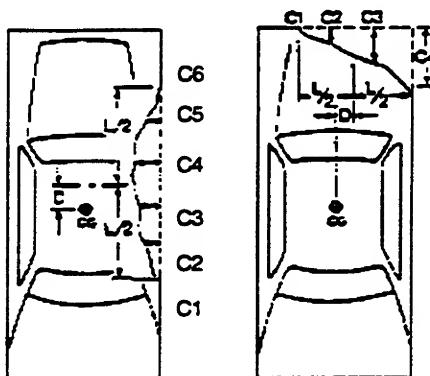
NOTES:

1. ENTER CRASH RECONSTRUCTION DAMAGE MEASUREMENTS IN CENTIMETERS.
2. MEASURE C<sub>1</sub> TO C<sub>6</sub> FROM DRIVER TO PASSENGER SIDE IN FRONT OR REAR IMPACTS, REAR TO FRONT IN SIDE IMPACTS.
3. D IS POSITIVE IF MEASURED TO A POINT FORWARD OF OR TO THE RIGHT OF THE CG.
4. USE THE CENTER OF THE WHEELBASE AS THE CG.

OTHER VEHICLE  
LOCATOR

Locate the end of the damage with respect to the vehicle longitudinal center line, or an undamaged axle for side impacts.

| Specific Impact No. | Location of Direct Damage | Location of Field L |
|---------------------|---------------------------|---------------------|
|                     |                           |                     |
|                     |                           |                     |
|                     |                           |                     |
|                     |                           |                     |



## PLANE:

- (1) Bumper
- (2) Above Bumper
- (3) Sill
- (4) Above Sill
- (5) Other \_\_\_\_\_
- (9) Unknown

## CRUSH PROFILE IN CENTIMETERS

NOTE: Each line in the table below is a separate record (card). Duplicate columns 1 - 12 for each completed line.

| Specific Impact Number | Plane of Impact C-Measur. | Direct Damage |           | Field L  | C <sub>1</sub> | C <sub>2</sub> | C <sub>3</sub> | C <sub>4</sub> | C <sub>5</sub> | C <sub>6</sub> | ±D          |
|------------------------|---------------------------|---------------|-----------|----------|----------------|----------------|----------------|----------------|----------------|----------------|-------------|
|                        |                           | Length (DDL)  | Max Crush |          |                |                |                |                |                |                |             |
|                        |                           |               |           |          |                |                |                |                |                |                |             |
|                        |                           |               |           |          |                |                |                |                |                |                |             |
|                        |                           |               |           |          |                |                |                |                |                |                |             |
|                        |                           |               |           |          |                |                |                |                |                |                |             |
|                        |                           |               |           |          |                |                |                |                |                |                |             |
|                        |                           |               |           |          |                |                |                |                |                |                |             |
| 1                      |                           |               |           |          |                |                |                |                |                |                |             |
| 13                     | 14                        | 15 16 17      | 18 19 20  | 21 22 23 | 24 25 26       | 27 28 29       | 30 31 32       | 33 34 35       | 36 37 38       | 39 40 41       | 42 43 44 45 |
|                        |                           |               |           |          |                |                |                |                |                |                |             |
|                        |                           |               |           |          |                |                |                |                |                |                |             |
|                        |                           |               |           |          |                |                |                |                |                |                |             |
|                        |                           |               |           |          |                |                |                |                |                |                |             |
|                        |                           |               |           |          |                |                |                |                |                |                |             |
| 2                      |                           |               |           |          |                |                |                |                |                |                |             |

Duplicate columns 1-8  
from the previous card.

Module W  
9      T  
10      Format 0  
11      1  
12

## WHEELS AND TIRES

WT-1

## WHEELS-DAMAGED

(0) NO  
(1) YES  
(9) UNKNOWN

LF      O  
13  
RF      O  
RR      O  
LR      O  
16

SIZE (NOT DOT CODE. IF UNKNOWN, USE 9'S)

LF      P 1 9 5 7 0 R 1 4  
25

RF      \_\_\_\_\_  
35

RR      \_\_\_\_\_  
45

LR      \_\_\_\_\_  
55



## TIRE TREAD TYPE

(1) REGULAR  
(2) SNOW  
(3) SLICKS  
(4) ALL WEATHER (MS)  
(7) OTHER: \_\_\_\_\_  
(9) UNKNOWN

LF      4  
17  
RF      4  
RR      4  
LR      4  
20

## CARCASS CONSTRUCTION

(1) BIAS  
(2) BELTED BIAS  
(3) RADIAL  
(4) ELLIPTICAL  
(5) HI PRESSURE SPARE  
(6) SPACE SAVER SPARE  
(7) OTHER: \_\_\_\_\_  
(9) UNKNOWN

LF      3  
21  
RF      3  
RR      3  
LR      3  
24

IF VEHICLE IS EQUIPPED WITH DUAL  
WHEELS, COMPLETE FOR OUTER WHEELS  
AND MAKE NOTES ON INNER WHEELS.

NOTES: \_\_\_\_\_

\_\_\_\_\_

Duplicate columns 1-8  
from the previous card.Module F    T Format 0    1  
              9    10      11    12

## FUEL AND FUEL TANKS FT-1

|  |                 |   |                 |
|--|-----------------|---|-----------------|
| TYPE OF PROPULSIVE FUEL  |                 | AUXILIARY TANK TYPE   |                 |
| (1) GASOLINE<br>(2) DIESEL OIL<br>(3) LPG<br>(4) ELECTRIC<br>(7) OTHER:<br>(9) UNKNOWN | 1<br>13         | (1) OEM TANK<br>(2) AFTER MARKET TANK<br>(8) NOT APPLICABLE (NOT EQUIPPED)<br>(9) UNKNOWN | 8<br>21         |
| MAIN TANK LOCATION   | 22<br>14    16  | AUXILIARY TANK LOCATION   | 88<br>22    24  |
| MAIN FILLER CAP LOCATION   | 113<br>17    19 | AUXILIARY FILLER CAP LOCATION   | 888<br>25    27 |
| MAIN TANK MATERIAL   | LR<br>3<br>20   | AUXILIARY TANK MATERIAL   | 8<br>28         |

## TANK AND FILLER CAP LOCATION CODES

## FIRST DIGIT (LONGITUDINAL)

- (1) BEHIND KICK-UP
- (2) IN KICK-UP
- (3) BETWEEN KICK-UP & COWL
- (4) FORWARD OF COWL
- (8) NOT APPLICABLE (NOT EQUIPPED)
- (9) UNKNOWN

## SECOND DIGIT (LATERAL)

- (1) LEFT OF FRAME
- (2) WITHIN FRAME OR CENTERED
- (3) RIGHT OF FRAME
- (4) DUAL, RIGHT & LEFT TANKS
- (8) NOT APPLICABLE (NOT EQUIPPED)
- (9) UNKNOWN

## THIRD DIGIT (VERTICAL)

- (1) BELOW FRAME
- (2) WITHIN FRAME OR CENTERED
- (3) ABOVE FRAME
- (8) NOT APPLICABLE (NOT EQUIPPED)
- (9) UNKNOWN

## TANK MATERIAL CODES

- (1) STEEL
- (2) ALUMINUM
- (3) PLASTIC
- (7) OTHER
- (8) NOT APPLICABLE (NOT EQUIPPED)
- (9) UNKNOWN

Duplicate columns 1-8  
from the previous card.Module F    1    Format 0    1  
              9    10      11    12

FUEL LEAKAGE    FL-1

## DID FUEL LEAKAGE RESULT FROM A CRASH EVENT

(0) NO KNOWN LEAKAGE SKIP PAGE.

13

(1) YES COMPLETE PAGE.

| LEAK NUMBER | I<br>LEAKING COMPONENT | II<br>COMPONENT SOURCE | III<br>TYPE OF DAMAGE | IV<br>SEVERITY OF DAMAGE | V<br>LOCATION OF LEAK | EVENT NUMBER |
|-------------|------------------------|------------------------|-----------------------|--------------------------|-----------------------|--------------|
| #1          | 14 15                  | —                      | —                     | —                        | —                     | 21           |
| #2          | 22 23                  | —                      | —                     | —                        | —                     | 29           |
| #3          | 30 31                  | —                      | —                     | —                        | —                     | 37           |
| #4          | 38 39                  | —                      | —                     | —                        | —                     | 45           |
| #5          | 46 47                  | —                      | —                     | —                        | —                     | 53           |

## I LEAKING COMPONENT

## TANK AREA

- (11) MAIN FUEL TANK (INCLUDING VAPOR RECOVERY DOME)
- (12) AUXILIARY FUEL TANK
- (13) MAIN TANK FILLER TUBE
- (14) MAIN TANK CAP (GAS CAP)
- (15) AUXILIARY TANK FILLER TUBE
- (16) AUXILIARY TANK CAP (GAS CAP)
- (19) TANK AREA, DETAILS UNKNOWN

## DELIVERY SYSTEM

- (21) FUEL FEED LINE (MAIN TANK TO FUEL PUMP)
- (22) FUEL FEED LINE (AUXILIARY TANK TO FUEL PUMP)
- (23) FUEL RETURN LINE (FUEL PUMP TO TANK)
- (24) INLINE FUEL FILTER
- (25) FUEL LINE (PUMP TO CARBURETOR OR INJECTOR PUMP)
- (26) CARBURETOR TO INJECTOR PUMP
- (27) FUEL PUMP
- (29) DELIVERY SYSTEM, DETAILS UNKNOWN

## EVAPORATIVE EMISSION CONTROL SYSTEM

- (31) ATMOSPHERIC VENT PIPE (NON-EEC EQUIPPED)
- (32) EEC PIPE (VAPOR CANISTER TO CARBURETOR)

## EEC SYSTEM (CONTINUED)

- (33) VAPOR RECOVERY HOSES (CANISTER TO CARBURETOR)
- (34) LIQUID-VAPOR SEPARATOR (UNLESS PART OF TANK)
- (35) CANISTER
- (39) EEC SYSTEM, DETAILS UNKNOWN

## II COMPONENT SOURCE

- (1) OEM
- (2) AFTER MARKET
- (9) UNKNOWN

## III TYPE OF DAMAGE

- (1) DENTED/CRUSHED
- (2) PUNCTURED
- (3) Ruptured
- (4) SEVERED/GROSS TEARS
- (5) DISCONNECTED/DEFEATED
- (9) UNKNOWN

## IV SEVERITY OF DAMAGE

- (1) MINOR
- (2) MODERATE
- (3) SEVERE
- (4) DISCONNECTED/DEFEATED
- (9) UNKNOWN

## V LOCATION OF LEAK

## FIRST DIGIT (LONGITUDINAL LOCATION)

- (1) F, FORWARD OF COWL
- (2) P, BETWEEN COWL & REAR BULKHEAD
- (3) B, BEHIND REAR BULKHEAD
- (4) Y, F, & P
- (5) Z, P, & B
- (6) D, DISTRIBUTED (F, P & B)
- (9) UNKNOWN

## SECOND DIGIT (LATERAL LOCATION)

- (1) L, LEFT
- (2) C, CENTER
- (3) R, RIGHT
- (4) Y, LEFT CENTER (L & C)
- (5) Z, RIGHT CENTER (R & C)
- (6) D, DISTRIBUTED (F, P & B)
- (9) UNKNOWN

Duplicate columns 1-8  
from the previous card.Module E   R Format 0   1  
          9    10      11    12

FIRE FR-1

## WAS THERE FIRE IN OR ON CASE VEHICLE?

(0) NO SKIP PAGE.O  
13(1) YES COMPLETE PAGE.

## DID FIRE START IN CASE VEHICLE?

(0) NO  
(1) YES  
(9) UNKNOWN

14

## SEVERITY OF FIRE DAMAGE

(1) MINOR  
(2) MODERATE  
(3) SEVERE  
(9) UNKNOWN

16

## FLAME PROPAGATION RATE

(1) RAPID/EXPLOSIVE  
(2) SLOW/MODERATE  
(9) UNKNOWN

15

DID AN INJURY TO CASE  
VEHICLE OCCUPANT RESULT FROM  
FIRE IN OR ON CASE VEHICLE?

(0) NO  
(1) YES  
(9) UNKNOWN

17

PROVIDE NOTES IF FIRE OCCURRED.

Duplicate columns 1-8  
from the previous card.Module E  
9   D  
10   Format O  
11   1  
12

## EXTERIOR DAMAGE

ED-1

## HOOD PERFORMANCE

FOR THE FOLLOWING, USE CODES:

(0) NO  
(1) YES  
(8) NOT APPLICABLE  
(9) UNKNOWN

HOOD LATCH(ES)-

-RELEASED

0  
13

-DAMAGED

0  
14

-JAMMED

8  
15

HOOD HINGES-

-LEFT, DAMAGED

0  
16

-LEFT, SEPARATED (COMPLETE)

8  
17

-RIGHT, DAMAGED

0  
18

-RIGHT, SEPARATED (COMPLETE)

8  
19

HOOD REMAINED ON VEHICLE

1  
20

REAR EDGE OF HOOD-

-ELEVATED

1  
21

-CONTACTED WINDSHIELD

0  
22

-PENETRATED WINDSHIELD

8  
23

HOOD LATCH LOCATION

(1) FRONT OF VEHICLE  
(2) COWL AREA  
(3) SIDE  
(8) NOT APPLICABLE  
(9) UNKNOWN

1  
24

## ENGINE OR TRANSMISSION MOUNT

SEPARATION (COMPLETE)

(0) NO  
(1) YES  
(9) UNKNOWN

0  
25

## STEERING COL FLEXIBLE COUPLING

## FLEXIBLE COUPLING TYPE

(0) NONE  
(1) FLEXIBLE MATERIAL  
(2) POT  
(3) SINGLE U-JOINT  
(4) DOUBLE U-JOINT  
(5) FLEXIBLE CABLE  
(6) COMBINATION OF ABOVE  
(CIRCLE EACH)  
(7) OTHER: \_\_\_\_\_  
(8) EQUIPPED, TYPE UNKNOWN  
(9) UNKNOWN, IF EQUIPPED

9  
26

COUPLING-

-DAMAGED

9  
27(USE CODES  
FROM HOOD  
PERFORMANCE)-SEPARATED  
(COMPLETE)9  
28

## ENG COMPART TELESCOPING UNIT

## TYPE OF UNIT

(00) NONE INSTALLED  
(01) - (07) SEE UNITS ON PAGE ED-2  
(88) NOT COLLECTED  
(97) OTHER: \_\_\_\_\_  
(98) EQUIPPED, TYPE UNKNOWN  
(99) UNKNOWN IF EQUIPPED

8   8  
29   30

ORIGINAL LENGTH (mm)

F (OR H): \_\_\_\_\_

TELESCOPED LENGTH (mm)

G: \_\_\_\_\_

DIFFERENCE (mm)

F (OR H) - G

(IF LESS THAN 15mm, ENTER "000".)

(88) NOT COLLECTED  
(991) NOT MEASURED/NO  
COMPRESSION  
(992) COMPRESSED, AMOUNT  
UNKNOWN  
(993) DEVICE EXTENDED  
(997) UNABLE TO BE MEASURED  
(998) NOT APPLICABLE (NOT  
EQUIPPED)  
(999) UNKNOWN

8   8   8  
31   32   33

## EXTERIOR DAMAGE

ED-2

## LEFT-SIDE BODY MOUNT

## DID BODY MOUNT SEPARATE?

- (0) NO
- (1) YES
- (8) NOT APPLICABLE
- (9) UNKNOWN

8  
34

## LEFT PILLARS

## PILLARS SEPARATED COMPLETELY -

## USE CODES:

- (0) NO
- (1) YES
- (4) NO SEPARATION, BUT DAMAGED
- (8) NOT APPLICABLE (NOT EQUIPPED)
- (9) UNKNOWN

-A-PILLAR, UPPER

0  
35

LOWER

0  
36

-B-PILLAR, UPPER

0  
37

LOWER

0  
38

-C-PILLAR, UPPER

0  
39

LOWER

0  
40

-D-PILLAR, UPPER

8  
41

LOWER

8  
42

## LEFT DOORS

HOW DID DOORS  
OPEN DURING COLLISION?

## USE CODES:

- (0) DOOR DID NOT OPEN
- OPENED BECAUSE OF
  - (1) HINGE AREA SEPARATION
  - (2) DOOR-LATCH SEPARATION
  - (3) LATCH-STRIKER SEPARATION
  - (4) STRIKER-PILLAR SEPARATION
  - (5) BODY DISTORTION
  - (6) COMBINATION OF ABOVE  
(CIRCLE EACH)
  - (7) OPENED, REASON UNKNOWN
- (8) NOT APPLICABLE (NO DOOR)
- (9) UNKNOWN

-FRONT

0  
43

-REAR

0  
44

## DOORS JAMMED CLOSED-

## USE CODES:

- (0) NO
- (1) YES
- (8) NOT APPLICABLE (NO DOOR)
- (9) UNKNOWN

-FRONT

0  
45

-REAR

0  
46

## EXTERIOR DAMAGE

ED-3

## REAR DOOR

## REAR DOOR TYPE

- (0) NO DOOR (INCLUDES PICKUPS)
- (1) HATCHBACK
- (2) ONE-WAY TAILGATE
- (3) TWO-WAY TAILGATE
- (4) CLAMSHELL/DISAPPEARING TAILGATE
- (5) SINGLE DOOR
- (6) DOUBLE DOOR
- (9) UNKNOWN

Hatchback



One-way



Two-way



or



Clamshell



Single door



Double door



## HOW DID DOOR OPEN DURING COLLISION?

- (0) DOOR DID NOT OPEN

## OPENED BECAUSE OF

- (1) HINGE AREA SEPARATION
- (2) DOOR-LATCH SEPARATION
- (3) LATCH-STRIKER SEPARATION
- (4) STRIKER-PILLAR SEPARATION
- (5) BODY DISTORTION
- (6) COMBINATION OF ABOVE  
*(CIRCLE EACH)*
- (7) OPENED, REASON UNKNOWN
- (8) NOT APPLICABLE (NO DOOR)
- (9) UNKNOWN

## DOOR JAMMED CLOSED

- (0) NO
- (1) YES
- (8) NOT APPLICABLE (NO DOOR)
- (9) UNKNOWN

47

## OTHER REAR DAMAGE

## WAS PARTITION TO LUGGAGE AREA DAMAGED DURING COLLISION?

- (0) NO
- (1) YES
- (8) NOT APPLICABLE
- (9) UNKNOWN

50

## SPARE TIRE

- (0) NO SPARE TIRE
- (1) NOT ATTACHED BEFORE COLLISION
- (2) ATTACHED, NOT SEPARATED IN COLLISION
- (3) ATTACHED, SEPARATED DUE TO COLLISION
- (8) NOT COLLECTED
- (9) UNKNOWN

51

## TRAILER HITCH TYPE

- (0) NO HITCH

## BALL-AND-SOCKET TYPES

- (1) TEMPORARY FRAMEWORK (E.G. RENTAL CLAMP-ON)
- (2) BUMPER-MOUNT ONLY (E.G. LIGHT TRUCK)
- (3) BUMPER-AND-FRAME (BUT NON-EQUALIZING)
- (4) LOAD EQUALIZING

52

## OTHER TYPES

- (5) RING-AND-PINTLE
- (6) FIFTH-WHEEL (INCL. P/U)
- (7) OTHER (E.G. CLEVIS-AND-PIN)

- (8) EQUIPPED, TYPE UNKNOWN
- (9) UNKNOWN IF EQUIPPED

48

TRAILER TYPE  
*(AT TIME OF COLLISION)*

- (0) NO TRAILER
- (1) TRAVEL-TRAILER/CAMPER
- (2) MOBILE HOME
- (3) BOAT/SNOWMOBILE/ATV TRAILER
- (4) UTILITY TRAILER
- (5) TOWED CAR
- (7) OTHER: \_\_\_\_\_
- (8) TRAILER, TYPE UNKNOWN
- (9) UNKNOWN

53

49

## EXTERIOR DAMAGE

ED-4

|  |  |   |  |                    |
|--|--|---|--|--------------------|
| <b>RIGHT-SIDE BODY MOUNT</b>                           |  | <b>8</b><br>54  | <b>RIGHT DOORS</b>   |                    |
| DID BODY MOUNT SEPARATE?                               |  |   | HOW DID DOORS<br>OPEN DURING COLLISION?  |                    |
| (0) NO<br>(1) YES<br>(8) NOT APPLICABLE<br>(9) UNKNOWN |  | <b>USE CODES:</b><br>(00) DOOR DID NOT OPEN<br>OPENED BECAUSE OF<br>(01) HINGE AREA SEPARATION<br>(02) DOOR-LATCH SEPARATION<br>(03) LATCH-STRIKER SEPARATION<br>(04) STRIKER-PILLAR SEPARATION<br>(05) BODY DISTORTION<br>(06) COMBINATION OF ABOVE<br><i>(CIRCLE EACH)</i><br>(07) OPENED, REASON UNKNOWN<br>(11) VAN RIGHT-REAR DOOR OPENED<br><i>(ANY MECHANISM)</i><br>(98) NOT APPLICABLE (NO DOOR)<br>(99) UNKNOWN |  | <b>OO</b><br>63 64 |
| <b>RIGHT PILLARS</b>                                   |  | <b>PILLARS SEPARATED COMPLETELY -</b><br><b>USE CODES:</b><br>(0) NO<br>(1) YES<br>(4) NO SEPARATION, BUT DAMAGED<br>(8) NOT APPLICABLE (NOT EQUIPPED)<br>(9) UNKNOWN   |  |                    |
| <b>-A-PILLAR, UPPER</b><br><br><b>LOWER</b>            |  | <b>O</b><br>55  | <b>-FRONT</b><br><b>-REAR</b>  |                    |
| <b>-B-PILLAR, UPPER</b><br><br><b>LOWER</b>            |  | <b>O</b><br>56  | <b>OO</b><br>65 66   |                    |
| <b>-C-PILLAR, UPPER</b><br><br><b>LOWER</b>            |  | <b>O</b><br>57  | <b>DOORS JAMMED CLOSED-</b><br><b>USE CODES:</b><br>(0) NO<br>(1) YES<br>(8) NOT APPLICABLE (NO DOOR)<br>(9) UNKNOWN   |                    |
| <b>-D-PILLAR, UPPER</b><br><br><b>LOWER</b>            |  | <b>O</b><br>58  | <b>-FRONT</b><br><b>-REAR</b>  |                    |
|  |  | <b>O</b><br>59  |  |                    |
|  |  | <b>O</b><br>60  |  |                    |
|  |  | <b>8</b><br>61  |  |                    |
|  |  | <b>8</b><br>62  | <b>VAN REAR DOOR TYPE</b><br>(0) VAN, NO REAR DOOR<br>(1) TRACK (SLIDING) - RIGHT SIDE<br>(2) SINGLE-HINGED - RIGHT SIDE<br>(3) DOUBLE-HINGED - RIGHT SIDE<br>(4) TRACK (SLIDING) - RIGHT & LEFT SIDE<br>(5) SINGLE-HINGED - RIGHT & LEFT SIDE<br>(6) DOUBLE-HINGED - RIGHT & LEFT SIDE<br>(7) TRACK AND HINGED COMBINATION<br>(8) NOT APPLICABLE (NOT A VAN)<br>(9) UNKNOWN |                    |

## EXTERIOR DAMAGE

ED-5

## WINDSHIELD DAMAGE

## WINDSHIELD CRACKED

(0) NO  
 (1) YES  
 (8) NOT APPLICABLE  
 (9) UNKNOWN

1  
70WINDSHIELD BROKEN  
(PLASTIC INTERLAYER TORN)

(0) NO  
 (1) YES  
 (8) NOT APPLICABLE  
 (9) UNKNOWN

0  
71CRACKED OR BROKEN  
BY OCCUPANT CONTACT

(0) NO  
 (1) YES  
 (8) NOT APPLICABLE  
 (9) UNKNOWN

1  
72

## EXTENT OF BOND SEPARATION

(0) NONE  
 (1) 1 - 20%  
 (2) 21 - 40  
 (3) 41 - 60  
 (4) 61 - 80  
 (5) 81 - 99  
 (6) TOTAL  
 (7) SEPARATED, AMOUNT  
 UNKNOWN  
 (8) NOT APPLICABLE  
 (9) UNKNOWN

0  
73

## WINDSHIELD CODE

(97) DESCRIBED BUT NOT CODED  
 (98) NOT APPLICABLE (NO WINDSHIELD)  
 (99) UNKNOWN

97  
74 75

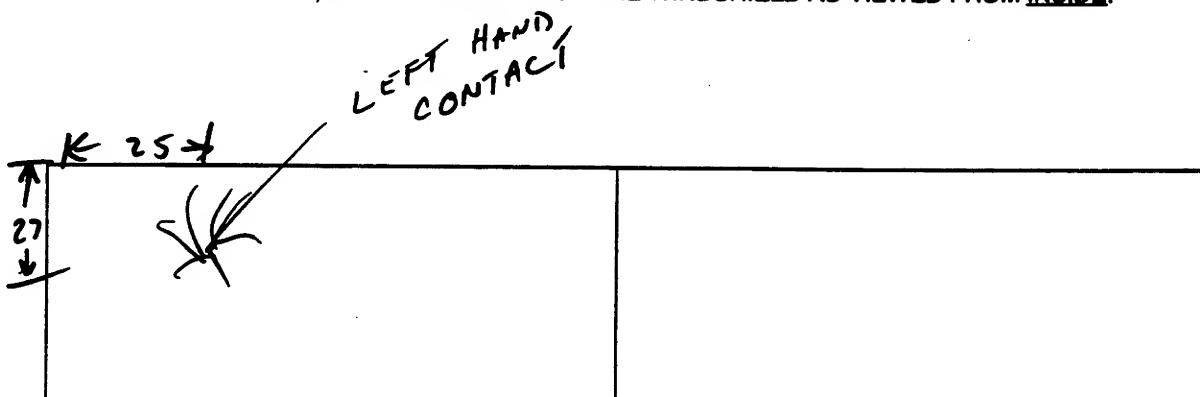
## ROOF

DID T-ROOF/SUN ROOF OPEN  
DURING COLLISION?

(0) NO  
 (1) YES  
 (8) NOT APPLICABLE  
 (NOT A T-ROOF OR SUN ROOF)  
 (9) UNKNOWN

8  
76

LOCATE AREA OF WINDSHIELD INTEREST OR DAMAGE WITH DIMENSIONS (VERTICAL & HORIZONTAL) ON THIS DIAGRAM OF THE WINDSHIELD AS VIEWED FROM INSIDE.



L

C

R

Duplicate columns 1-8  
from the previous card.Module S C Format 0 1  
9 10 11 12

## STEERING WHEEL AND COLUMN SC-1

## STEERING WHEEL

## STEERING WHEEL RIM DAMAGE

- (0) NONE
- (1) DEFORMED SLIGHTLY
- (2) SEVERELY BENT
- (3) BROKEN
- (9) UNKNOWN

## NUMBER OF STEERING WHEEL SPOKES

- (9) UNKNOWN

## STEERING WHL SPOKE DAMAGE

- (0) NONE
- (1) DEFORMED SLIGHTLY
- (2) SEVERELY BENT
- (3) BROKEN
- (9) UNKNOWN

## STEERING COLUMN OPTIONS

## TILT FEATURE

- (0) NOT EQUIPPED
- (1) YES, EQUIPPED, UNK POSITION
- (2) UP
- (3) MIDDLE
- (4) LOWER
- (9) UNKNOWN IF EQUIPPED

## SWING-AWAY FEATURE

- (0) NOT EQUIPPED
- (1) YES, EQUIPPED
- (9) UNKNOWN IF EQUIPPED

## TELESCOPING FEATURE

- (0) NOT EQUIPPED
- (1) YES, EQUIPPED
- (9) UNKNOWN IF EQUIPPED

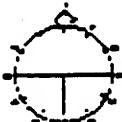
0  
133  
140  
153  
160  
170  
18

## STEERING WHEEL POSITION AT TIME OF COLLISION

IN WHAT OCLOCK POSITION WAS THE NORMAL TOP OF THE WHEEL POINTED WHEN THE COLLISION OCCURRED?

## EXAMPLES

OCLOCK = 1 2



OCLOCK = 9 12

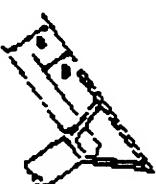


## STEERING WHEEL ENERGY ABSORBING DEVICE



(1) EXAMPLES:

BARRACUDA, 70-74  
CHALLENGER, 70-74  
CAPRI, 71-77



(2) EXAMPLES:

OMNI, 78-  
HORIZON, 78-

## TYPE OF DEVICE

- (0) NONE
- (1) CONVOLUTED OR MESH CYLINDER
- (2) DEEP DISH STEERING WHEEL
- (7) OTHER: \_\_\_\_\_
- (8) NOT COLLECTED
- (9) UNKNOWN IF EQUIPPED

8  
19

## ORIGINAL DIMENSION (mm)

A: \_\_\_\_\_

## DAMAGE DIMENSION (mm)

B: \_\_\_\_\_

## DIFFERENCE (mm)

A - B

- (888) NOT COLLECTED
- (991) NOT MEASURED/NO APPARENT COMPRESSION
- (992) COMPRESSED, AMOUNT UNKNOWN
- (993) DEVICE EXTENDED
- (997) UNABLE TO MEASURE
- (998) NOT APPLICABLE (NOT EQUIPPED)
- (999) UNKNOWN

8 8 8  
20 22

## STEERING WHEEL AND COLUMN SC-2

STEERING COLUMN  
ENERGY ABSORBING DEVICE

TYPE OF DEVICE \* (IF 27 OR 28)

- (00) NOT EQUIPPED
- (88) NOT COLLECTED
- (99) UNKNOWN

ORIGINAL LENGTH (mm)

C: \_\_\_\_\_

COMPRESSED LENGTH (mm)

D: \_\_\_\_\_

BRACKET DEFLECTION (IF CODE 36, 48,  
OR 49 ABOVE)

OR

COMPRESSION (OR EXTRUSION) (mm)

C - D (OR E) (TOLERANCE: ±10)

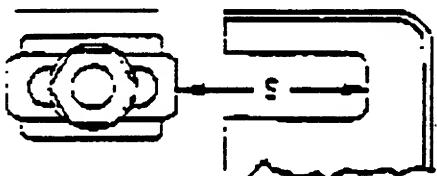
- (888) NOT COLLECTED
- (991) NOT MEASURED/NO APPARENT COMPRESSION
- (992) COMPRESSED, AMOUNT UNKNOWN
- (993) DEVICE EXTENDED
- (997) UNABLE TO BE MEASURED
- (998) NOT APPLICABLE (NOT EQUIPPED)
- (999) UNKNOWN

\* (ADD A &amp; B FOR TOTAL COMPRESSION)

SHEAR CAPSULE SEPARATION (mm)

S (USE AVG. OF LEFT &amp; RIGHT CAPSULES.)

LT:



RT:

- (888) NOT COLLECTED
- (991) NOT MEASURED/NO APPARENT SEPARATION
- (992) SEPARATED, AMOUNT UNKNOWN
- (997) UNABLE TO BE MEASURED
- (998) NOT APPLICABLE (NOT EQUIPPED)
- (999) UNKNOWN

COLUMN VERTICAL ROTATION

- (0) NO APPARENT ROTATION
- (1) UPWARD APPARENT ROTATION
- (2) DOWNWARD APPARENT ROTATION
- (9) UNKNOWN

COLUMN LATERAL ROTATION

- (0) NO APPARENT ROTATION
- (1) LEFT APPARENT ROTATION
- (2) RIGHT APPARENT ROTATION
- (9) UNKNOWN

8 8  
23 24

## STEERING WHEEL (CONTINUED)

## STEERING WHEEL HUB DAMAGE

- (0) NONE
- (1) OCCUPANT CONTACT
- (2) AIRBAG
- (3) OTHER \_\_\_\_\_
- (9) UNKNOWN

33

8 8 8  
25 278 8 8  
28 30

31

32



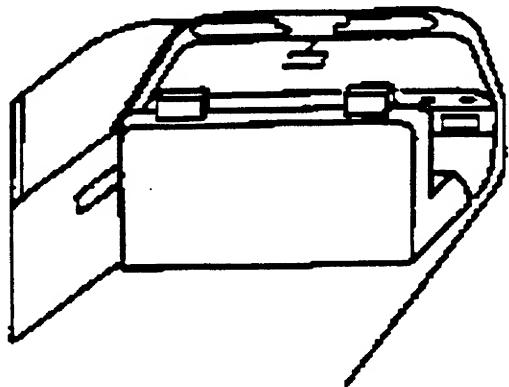
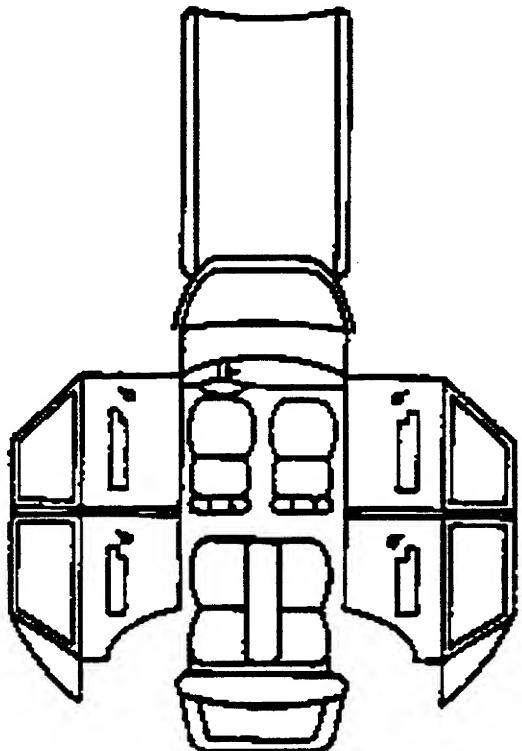
**INTRUSION IT-1**

## OCCUPANT CONTACT WORKSHEET

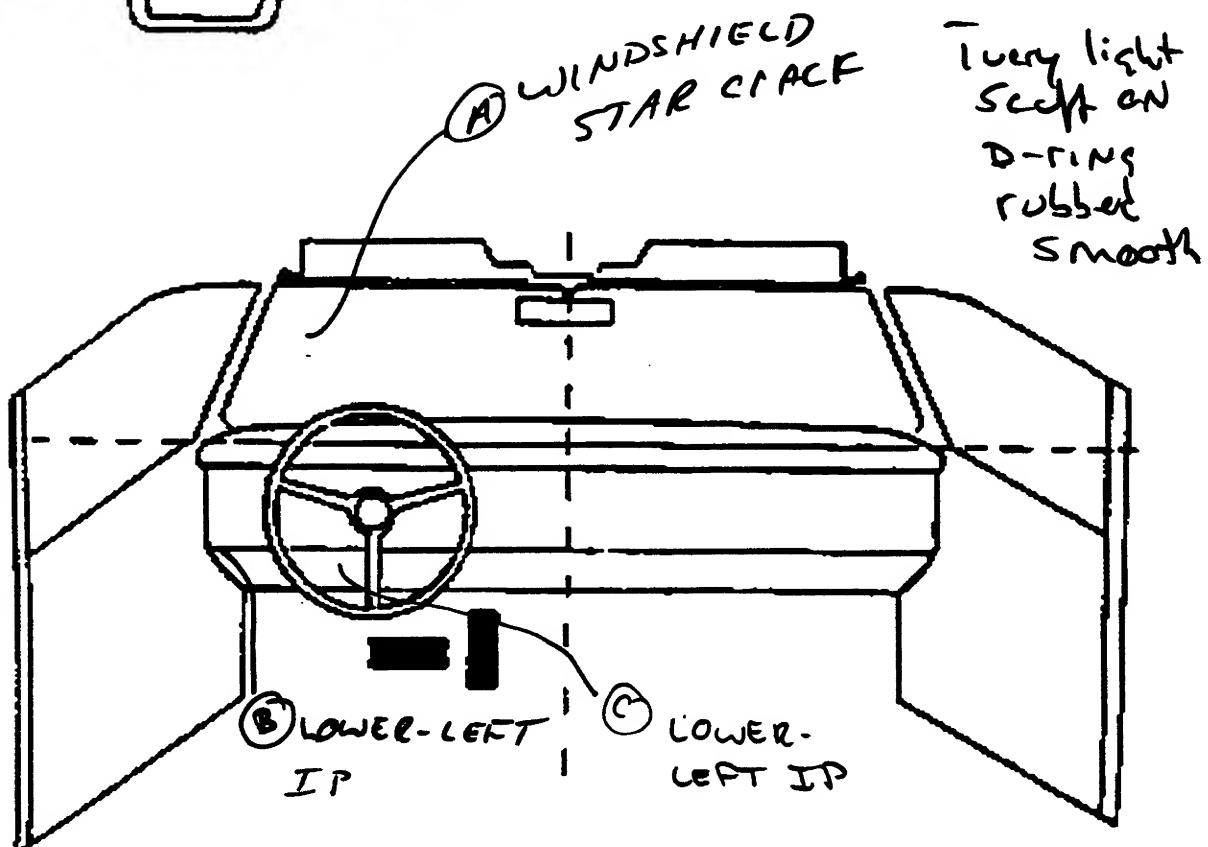
| Contact | Interior Component Contacted | Occupant No. if Known | Body Region if Known | Supporting Physical Evidence | Confidence Level of Contact Point |
|---------|------------------------------|-----------------------|----------------------|------------------------------|-----------------------------------|
| A       | WINDSHIELD                   | 1                     | HAMP                 | STAR CRACK                   | 1                                 |
| B       | LOWER<br>TP                  | 1                     |                      | SCUFF FAR LEFT               | 1                                 |
| C       | LOWER<br>TP                  | 1                     |                      | SCUFF LEFT OF COLUMN         | 1                                 |
| D       |                              |                       |                      |                              |                                   |
| E       |                              |                       |                      |                              |                                   |
| F       |                              |                       |                      |                              |                                   |
| G       |                              |                       |                      |                              |                                   |
| H       |                              |                       |                      |                              |                                   |
| I       |                              |                       |                      |                              |                                   |
| J       |                              |                       |                      |                              |                                   |

INTRUSION IT-2

## VEHICLE OCCUPANT CONTACT DIAGRAM



BELT IN LOW-  
POSITION ON  
D-RING



**INTRUSION IT-3****CODES FOR COLUMN B, OCCUPANT SPACE NUMBER**

**OCCUPANT SPACE NUMBER IS A TWO-DIGIT CODE. THE USE OF THE CODE IS DETERMINED BY THE VEHICLE SEAT CONFIGURATION AT THE TIME OF THE ACCIDENT.**

**FIRST DIGIT**

**THE FIRST DIGIT (LEFT DIGIT) DENOTES THE SEAT ROW, WITH CODE VALUES FROM 1 TO 5.**

**SECOND DIGIT**

**THE SECOND DIGIT (RIGHT DIGIT) DENOTES THE POSITION ON THE SEAT AND, IN SOME INSTANCES, THE WIDTH OF THE SEAT.**

|                          |                 |  |
|--------------------------|-----------------|--|
| (1) LEFT                 | (3) RIGHT       | ..... INDIVIDUAL SEAT                                    |
| (1) LEFT                 | (2) CENTER      | (3) RIGHT ..... BENCH: FULL WIDTH 3 PASSENGER            |
| (1) LEFT                 | (2) LEFT CENTER | (6) RIGHT (3) RIGHT ..... BENCH: FULL WIDTH 4 PASSENGER  |
| (1) LEFT                 | (2) CENTER      | (5) RIGHT & ..... BENCH: PARTIAL WIDTH, LEFT AISLE SPACE |
| (0) LEFT & SPACE         | (2) CENTER      | (5) RIGHT & ..... BENCH: PARTIAL WIDTH, CENTERED         |
| (4) ENTIRE VEHICLE WIDTH |                 | ..... CARGO AREA   |

**EXAMPLES**

**THE TWO FIGURES BELOW PROVIDE EXAMPLES OF THE OCCUPANT SPACE NUMBER.**

**PASSENGER CAR  
5 PASSENGERS**

|   |   |    |       |
|---|---|----|-------|
| X | X | 11 | 13    |
| X | X | 21 | 22 23 |

**VAN  
12 PASSENGER CAPACITY**

|   |   |    |          |
|---|---|----|----------|
| X | X | 11 | 13       |
| X | X | 21 | 22 25    |
| X | X | 31 | 32 35    |
| X | X | 41 | 42 46 43 |

**CODES FOR COLUMN F, MEASUREMENT AXIS**

- (X) X-AXIS (FORE & AFT)
- (Y) Y-AXIS (LATERAL)
- (Z) Z-AXIS (VERTICAL)

**CODES FOR COLUMNS G, H, I & J, OCCUPANT & INJURY NUMBERS**

| OCCUPANT NUMBER | INJURY NUMBER | <u>CONTACT</u>                            |
|-----------------|---------------|---|
| (00)            | (00)          | NO CONTACT                                |
| (##)            | (00)          | CONTACT, NO INJURY                        |
| (97)            | (99)          | CONTACT, OCCUPANT UNKNOWN, INJURY UNKNOWN |
| (99)            | (00) OR (99)  | UNKNOWN IF CONTACT                        |



## INTRUSION IT-4

## CODES FOR COLUMN C, INTRUDING COMPONENT OR OBJECT

***NOTE: DO NOT CODE OBJECTS OTHER THAN COMPONENTS OF CASE VEHICLE.***

## INDIVIDUAL COMPONENT

## INTERNAL

- (01) INSTRUMENT PANEL
- (02) FIRE WALL
- (03) TOE PAN
- (04) FLOOR PAN
- (05) STEERING COLUMN
- (06) WINDSHIELD
- (07) WINDSHIELD HEADER
- (08) A-PILLAR
- (09) DOOR PANEL OR SIDE PANEL
- (10) WINDOW FRAME
- (11) B-PILLAR
- (12) C-PILLAR
- (13) D-PILLAR
- (14) ROOF SIDE RAILS
- (15) ROOF OR CONVERTIBLE TOP
- (16) BACKLIGHT HEADER
- (17) FRONT SEAT-BACK SURFACE/  
SEAT-BACK BACK SURFACE
- (18) SECOND SEAT-BACK SURFACE/  
SEAT-BACK BACK SURFACE
- (19) THIRD SEAT-BACK SURFACE/  
SEAT-BACK BACK SURFACE
- (20) FOURTH SEAT-BACK SURFACE/  
SEAT-BACK BACK SURFACE
- (21) FIFTH SEAT-BACK SURFACE/  
SEAT-BACK BACK SURFACE
- (22) BACK PANEL/BACK DOOR SURFACE
- (23) SEAT CUSHION SURFACE/EDGE
- (24) CONSOLE
- (25) OTHER (DESCRIBE)
- (26) UNKNOWN INTERNAL SURFACES
- (28) TRANSMISSION TUNNEL (HUMP)
- (29) SIDE FOOTWELL PANEL (KICKPANEL)
- (30) SILL

## EXTERNAL

- (43) HOOD
- (44) OBJECT EXTERNAL TO PASSENGER  
COMPARTMENT BUT PART  
OF CASE VEHICLE
- (45) OUTSIDE SURFACE OF CASE VEHICLE
- (46) OTHER (E.G. SPARE TIRE,  
JACK. DESCRIBE.)
- (49) UNKNOWN EXTERNAL OBJECT

## GROUPED FOR MASSIVE INTRUSION INTO AN OCCUPANT SPACE

***USE ONLY IF ALL THESE COMPONENTS  
INTRUDED INTO A SINGLE OCCUPANT SPACE.***

- (50) WINDSHIELD HEADER      (60) ROOF  
A-PILLAR      ROOF RAIL  
ROOF SIDE RAIL
- (51) INSTRUMENT PANEL      (61) INSTRUMENT PANEL  
A-PILLAR      TOE PAN  
WINDSHIELD HEADER      WINDSHIELD HEADER  
A-PILLAR      A-PILLAR  
ROOF RAIL      ROOF RAIL  
WINDOW FRAME      WINDOW FRAME  
DOOR PANEL      DOOR PANEL  
FLOOR PAN
- (52) INSTRUMENT PANEL      (62) ROOF  
A-PILLAR      ROOF RAIL  
WINDSHIELD HEADER      C-PILLAR  
A-PILLAR      WINDOW FRAME  
ROOF RAIL      FLOOR PAN  
DOOR PANEL      SECOND SEAT  
ROOF      DOOR PANEL
- (53) DOOR PANEL      (63) ROOF RAIL  
B-PILLAR      ROOF  
ROOF RAIL      B-PILLAR  
WINDOW FRAME      WINDOW FRAME  
FLOOR PAN
- (54) DOOR PANEL      (64) ROOF RAIL  
A-PILLAR      ROOF OR CONVERTIBLE TOP  
ROOF RAIL      A-PILLAR  
C-PILLAR      B-PILLAR  
DOOR FRAME      WINDOW FRAME  
FLOOR PAN
- (55) INSTRUMENT PANEL      (65) WINDSHIELD  
FLOOR PAN      WINDSHIELD HEADER  
A-PILLAR      ROOF SIDE RAIL  
DOOR FRAME
- (56) ROOF RAIL      (66) WINDSHIELD  
A-PILLAR      WINDSHIELD HEADER  
B-PILLAR      A-PILLAR  
WINDOW FRAME
- (57) ROOF RAIL      (98) NOT APPLICABLE  
A-PILLAR       
B-PILLAR       
C-PILLAR       
DOOR PANEL
- (58) ROOF      (99) UNKNOWN  
ROOF RAIL       
WINDOW FRAME       
DOOR PANEL
- (59) BACKLIGHT HEADER       
ROOF       
C-PILLAR       
THIRD SEAT-BACK
- (66) WINDSHIELD  
WINDSHIELD HEADER  
A-PILLAR

Duplicate columns 1-8  
from the previous card.

Module   I   T Format   0     1    
              9    10          11    12

## INTRUSION IT-5

WAS THERE OCCUPANT COMPARTMENT INTRUSION?

C

WAS INTRUSION CATASTROPHIC?

14

(0) NO DO NOT ANSWER NEXT QUESTION. SKIP PAGE.  
 (1) YES ANSWER NEXT QUESTION.  
 (9) UNKNOWN SKIP PAGE.

(0) NO COMPLETE PAGE.  
 (1) YES SKIP PAGE.

Duplicate columns 1-8     Module   I   T Format   0     2    
from the previous card.     9    10          11    12

NOTE: Each line in the table below is a separate record (card). Duplicate columns 1 - 12 for each completed line.

INTRUSIONS CODE INTRUSIONS IN THIS ORDER: LEFT TO RIGHT ON ROW; FRONT TO BACK IN VEHICLES.

CODES FOR B, F, G, H, I, J ON PAGE IT-3

CODES FOR C ON PAGE IT-4

OCCUPANT CONTACT AND INJURY

| A<br>INTRUSION<br>NUMBER | B<br>OCC.<br>SPACE NO. | C<br>COMPONENT<br>OR OBJECT | D<br>ASSOC.<br>NO. | E<br>INTRUDING<br>EVENT | F<br>MAXIMUM<br>INTRUSION<br>X AXIS (cm) | G<br>MAXIMUM<br>INTRUSION<br>Y AXIS (cm) | G<br>MAXIMUM<br>INTRUSION<br>Z AXIS (cm) | H<br>OCCUPANT<br>NUMBER | I<br>INJURY<br>NUMBER | J<br>OCCUPANT<br>NUMBER | K<br>INJURY<br>NUMBER |
|--------------------------|------------------------|-----------------------------|--------------------|-------------------------|--|--|--|-------------------------|-----------------------|-------------------------|-----------------------|
| 13-14                    | 15-16                  | 17-18                       | 19                 | 20-21                   | 22-23                                    | 24-25                                    |  | 26-27                   | 28-29                 | 30-31                   | 32-33                 |
| 0 1                      | — —                    | — —                         | —                  | — — —                   | — — —                                    | — — —                                    | — — —                                    | — — —                   | — — —                 | — — —                   | — — —                 |
| 0 2                      | — —                    | — —                         | —                  | — — —                   | — — —                                    | — — —                                    | — — —                                    | — — —                   | — — —                 | — — —                   | — — —                 |
| 0 3                      | — —                    | — —                         | —                  | — — —                   | — — —                                    | — — —                                    | — — —                                    | — — —                   | — — —                 | — — —                   | — — —                 |
| 0 4                      | — —                    | — —                         | —                  | — — —                   | — — —                                    | — — —                                    | — — —                                    | — — —                   | — — —                 | — — —                   | — — —                 |
| 0 5                      | — —                    | — —                         | —                  | — — —                   | — — —                                    | — — —                                    | — — —                                    | — — —                   | — — —                 | — — —                   | — — —                 |
| 0 6                      | — —                    | — —                         | —                  | — — —                   | — — —                                    | — — —                                    | — — —                                    | — — —                   | — — —                 | — — —                   | — — —                 |
| 0 7                      | — —                    | — —                         | —                  | — — —                   | — — —                                    | — — —                                    | — — —                                    | — — —                   | — — —                 | — — —                   | — — —                 |

NOTE: USE ADDITIONAL PAGE IF MORE THAN 7 INTRUSIONS.

Duplicate columns 1-8  
from the previous card.

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NOTE: IF NO SIDE DOOR INTRUSION,  
SKIP REMAINDER OF PAGE.SIDE DOOR INTRUSION  
RESULTED FROM

INTRUSION  
NUMBER    CAUSE

CODES  
FOR CAUSE:

13    15    (1) DIRECT  
          IMPACT  
16    18    (2) INDUCED  
          DAMAGE  
19    21    (9) UNKNOWN

IF DAMAGE TO DOOR COMPONENT RESULTED IN INCREASED  
DOOR INTRUSION, CODE COMPONENT

| INTRUSION<br>NUMBER | DAMAGED<br>COMPONENT 1 | DAMAGED<br>COMPONENT 2 | CODES<br>FOR COMPONENTS   |
|---------------------|------------------------|------------------------|---|
| A<br>22 23          | —                      | 25                     | (0) NONE<br>(1) A-PILLAR<br>(2) B-PILLAR<br>(3) C-PILLAR<br>(4) LATCH/STRIKER<br>(5) HINGES<br>(7) OTHER: _____ |
| B<br>26 27          | —                      | 29                     | (8) NOT APPLICABLE  |
| C<br>30 31          | —                      | 33                     | (9) UNKNOWN   |
| D<br>34 35          | —                      | 37                     |   |

Duplicate columns 1-8  
from the previous card.Module 1   1   Format 0   2  
              9   10            11   12

INTRUSION IT-6

- ADDITIONAL PAGE -

NOTE: Each line in the table below is a separate record (card).  
Duplicate columns 1 - 12 for each completed line.**INTRUSIONS CODE INTRUSIONS IN THIS ORDER: LEFT TO RIGHT ON ROW; FRONT TO BACK IN VEHICLES.**

CODES FOR B, F, G, H, I, J ON PAGE IT-3

CODES FOR C ON PAGE IT-4

OCCUPANT CONTACT AND INJURY

| A<br>INTRUSION<br>NUMBER | B<br>OCC.<br>SPACE NO. | C<br>INTRUDING<br>COMPONENT<br>OR OBJECT | D<br>ASSOC.<br>EVENT | E<br>MAXIMUM<br>INTRUSION<br>NO. | F<br>MAXIMUM<br>INTRUSION<br>X AXIS (cm) | G<br>MAXIMUM<br>INTRUSION<br>Y AXIS (cm) | H<br>OCCUPANT<br>NUMBER | I<br>INJURY<br>NUMBER | J<br>OCCUPANT<br>NUMBER | K<br>INJURY<br>NUMBER |
|--------------------------|------------------------|--|----------------------|----------------------------------|--|--|-------------------------|-----------------------|-------------------------|-----------------------|
| 13-14                    | 15-16                  | 17-18                                    | 19                   | 20-21                            | 22-23                                    | 24-25                                    | 26-27                   | 28-29                 | 30-31                   | 32-33                 |
| 0 8                      | —                      | —  | —                    | —                                | —  | —  | —                       | —                     | —                       | —                     |
| 0 9                      | —                      | —  | —                    | —                                | —  | —  | —                       | —                     | —                       | —                     |
| 1 0                      | —                      | —  | —                    | —                                | —  | —  | —                       | —                     | —                       | —                     |
| 1 1                      | —                      | —  | —                    | —                                | —  | —  | —                       | —                     | —                       | —                     |
| 1 2                      | —                      | —  | —                    | —                                | —  | —  | —                       | —                     | —                       | —                     |
| 1 3                      | —                      | —  | —                    | —                                | —  | —  | —                       | —                     | —                       | —                     |
| 1 4                      | —                      | —  | —                    | —                                | —  | —  | —                       | —                     | —                       | —                     |
| 1 5                      | —                      | —  | —                    | —                                | —  | —  | —                       | —                     | —                       | —                     |
| 1 6                      | —                      | —  | —                    | —                                | —  | —  | —                       | —                     | —                       | —                     |
| 1 7                      | —                      | —  | —                    | —                                | —  | —  | —                       | —                     | —                       | —                     |
| 1 8                      | —                      | —  | —                    | —                                | —  | —  | —                       | —                     | —                       | —                     |
| 1 9                      | —                      | —  | —                    | —                                | —  | —  | —                       | —                     | —                       | —                     |
| 2 0                      | —                      | —  | —                    | —                                | —  | —  | —                       | —                     | —                       | —                     |
| 2 1                      | —                      | —  | —                    | —                                | —  | —  | —                       | —                     | —                       | —                     |
| 2 2                      | —                      | —  | —                    | —                                | —  | —  | —                       | —                     | —                       | —                     |
| 2 3                      | —                      | —  | —                    | —                                | —  | —  | —                       | —                     | —                       | —                     |
| 2 4                      | —                      | —  | —                    | —                                | —  | —  | —                       | —                     | —                       | —                     |
| 2 5                      | —                      | —  | —                    | —                                | —  | —  | —                       | —                     | —                       | —                     |

| Duplicate columns 1-8 from the previous card.     |  | Module <u>1</u><br>9                   | <u>D</u><br>10  | Format <u>0</u><br>11                  | <u>1</u><br>12 | INTERIOR DAMAGE  | ID-1                                   |
|---|--|--|---|--|----------------|--|--|
| CODES:  |  |  |   |  |                |  |  |
| (0) NO<br>(1) YES<br>(3) NO, and OCCUPANT CONTACT |  |  |   |  |                | (4) YES, and OCCUPANT CONTACT<br>(8) NOT APPLICABLE<br>(9) UNKNOWN |  |
| SIDES   | LEFT                                   | RIGHT                                  | FRONT   |  |                | INSTRUMENT PANEL   |  |
| FRONT DOOR  | <input type="checkbox"/> 13            | <input type="checkbox"/> 14            | FOOT CONTROLS   | <input checked="" type="checkbox"/> 45 |                | UPPER PANEL  | <input type="checkbox"/> 55            |
| FRONT HARDWARE                                    | <input type="checkbox"/> 15            | <input type="checkbox"/> 16            | IGNITION KEYS   | <input checked="" type="checkbox"/> 46 |                | MID PANEL  | <input type="checkbox"/> 56            |
| FRONT ARMREST                                     | <input type="checkbox"/> 17            | <input type="checkbox"/> 18            | REAR VIEW MIRROR  | <input checked="" type="checkbox"/> 47 |                | LOWER PANEL  | <input checked="" type="checkbox"/> 57 |
| FRONT GLASS                                       | <input type="checkbox"/> 19            | <input type="checkbox"/> 20            | SUNVISOR/FITTINGS   | <input checked="" type="checkbox"/> 48 |                | ASHTRAY  | <input type="checkbox"/> 58            |
| REAR DOOR AREA                                    | <input type="checkbox"/> 21            | <input type="checkbox"/> 22            | (5) LEFT SIDE ONLY<br>(6) RIGHT SIDE ONLY<br>(7) BOTH SIDES |  |                | CONTROL KNOBS & LEVERS   | <input type="checkbox"/> 59            |
| REAR HARDWARE                                     | <input type="checkbox"/> 23            | <input type="checkbox"/> 24            | WINDSHIELD TOP MOLDINGS                                     | <input checked="" type="checkbox"/> 49 |                | GLOVE COMPARTMENT AREA   | <input type="checkbox"/> 60            |
| REAR ARMREST                                      | <input type="checkbox"/> 25            | <input type="checkbox"/> 26            | LEFT A-PILLAR (UPPER OR LOWER)                              | <input checked="" type="checkbox"/> 50 |                | INSTRUMENTS  | <input type="checkbox"/> 61            |
| REAR GLASS  | <input type="checkbox"/> 27            | <input type="checkbox"/> 28            | RIGHT A-PILLAR (UPPER OR LOWER)                             | <input checked="" type="checkbox"/> 51 |                | PARKING BRAKE RELEASE  | <input type="checkbox"/> 62            |
| ROOF SIDE RAIL                                    | <input type="checkbox"/> 29            | <input type="checkbox"/> 30            | CENTER CONSOLE  | <input checked="" type="checkbox"/> 52 |                | PARKING BRAKE PEDAL  | <input type="checkbox"/> 63            |
| B-PILLAR  | <input type="checkbox"/> 31            | <input type="checkbox"/> 32            | TRANSMISSION SELECTOR LEVER                                 | <input checked="" type="checkbox"/> 53 |                | A/C OR UPPER VENT OUTLETS  | <input type="checkbox"/> 64            |
| C-PILLAR  | <input type="checkbox"/> 33            | <input type="checkbox"/> 34            | RIM, HORN, SPOKE  | <input checked="" type="checkbox"/> 54 |                | HEATER OR A/C DUCTS  | <input type="checkbox"/> 65            |
| D-PILLAR  | <input checked="" type="checkbox"/> 35 | <input checked="" type="checkbox"/> 36 |   |  |                | RADIO  | <input type="checkbox"/> 66            |
| HEADLINING  | <input type="checkbox"/> 37            | <input type="checkbox"/> 38            |   |  |                | OTHER: * _____   | <input type="checkbox"/> 67            |
| ROOF STRUCTURE                                    | <input type="checkbox"/> 39            | <input type="checkbox"/> 40            |   |  |                |  |  |
| T-ROOF/SUN ROOF                                   | <input checked="" type="checkbox"/> 41 | <input checked="" type="checkbox"/> 42 |   |  |                | REAR WINDOW  | <input type="checkbox"/> 68            |
| OTHER: *  | <input type="checkbox"/> 43            | <input checked="" type="checkbox"/> 44 |   |  |                | WINDOW HEADER  | <input type="checkbox"/> 69            |
|   |  |  |   |  |                | CONSOLES VERTICAL  | <input type="checkbox"/> 70            |
|   |  |  |   |  |                | ROOF   | <input checked="" type="checkbox"/> 71 |

\* MORE THAN ONE ITEM MAY BE NOTED.

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9 10 11 12

## SEATS

ST-1

| FRONT SEAT  | DRIVER      | PASSENR     | FRONT SEAT-BACK  | DRIVER  | PASSENR |
|---|-------------|-------------|--|---------|---------|
| TYPE OF FRONT SEAT  |             |             | SEAT-BACK TYPE   |         |         |
| (00) NO SEAT<br>(01) STANDARD BENCH<br>(02) SPLIT BACK, 50-50<br>(03) SPLIT BACK, DRIVER WIDE<br>(04) SPLIT BACK, PASS. WIDE<br>(05) BUCKET<br>(06) CAPTAIN'S CHAIR<br>(07) INDIV. BENCH, 50-50<br>(08) INDIV. BENCH, DRIVER WIDE<br>(09) INDIV. BENCH, PASS. WIDE<br>(97) OTHER: _____<br>(99) UNKNOWN | 05<br>13 14 | 05<br>15 16 | (1) FORWARD FOLDING<br>(2) RIGID<br>(3) RECLINING<br>(7) OTHER: _____<br>(8) NOT APPLICABLE<br>(9) UNKNOWN                                     | 3<br>30 | 3<br>31 |
| TYPE OF SEAT MOUNT  | 1<br>17     | 1<br>18     | SEAT-BACK LOCK TYPE  | 1<br>32 | 1<br>33 |
| (1) STANDARD<br>(2) PEDESTAL<br>(7) OTHER: _____<br>(8) NOT APPLICABLE<br>(9) UNKNOWN   |             |             | (0) NONE<br>(1) MANUAL<br>(2) INERTIA<br>(3) POWER<br>(7) OTHER: _____<br>(8) NOT APPLICABLE<br>(9) UNKNOWN                                    |         |         |
| SWIVEL MECHANISM EQUIPPED   | 0<br>19     | 0<br>20     | LOCKS HELD   | 1<br>34 | 1<br>35 |
| (0) NO<br>(1) YES<br>(8) NOT APPLICABLE<br>(9) UNKNOWN  |             |             | (0) NO<br>(1) YES<br>(8) NOT APPLICABLE<br>(9) UNKNOWN   |         |         |
| ORIGINAL EQUIPMENT SEATS  | 1<br>21     | 1<br>22     | RECLINER MECHANISM HELD  | 1<br>36 | 1<br>37 |
| (0) NO<br>(1) YES<br>(8) NOT APPLICABLE<br>(9) UNKNOWN  |             |             | (0) NO<br>(1) YES<br>(8) NOT APPLICABLE<br>(9) UNKNOWN   |         |         |
| CONTACT OF SEAT BY REAR OCCUPANT  | 8<br>23     | 8<br>24     | HEAD RESTRAINT   |         |         |
| (0) NO<br>(1) YES<br>(8) NOT APPLICABLE<br>(9) UNKNOWN  |             |             | HEAD RESTRAINT TYPE  | 1<br>38 | 1<br>39 |
| FRONT SEAT DAMAGE   | O<br>25     | O<br>26     | (0) NONE<br>(1) ADJUSTABLE<br>(2) INTEGRAL<br>(3) NOT INTEGRAL, BUT CANNOT BE REMOVED<br>(7) OTHER: _____<br>(8) NOT APPLICABLE<br>(9) UNKNOWN |         |         |
| (0) NONE<br>(1) BACKREST ONLY DAMAGED<br>(2) CUSHION ONLY DAMAGED<br>(3) BACKREST & CUSHION DAMAGED<br>(8) NOT APPLICABLE<br>(9) UNKNOWN  |             |             | REMOVED PRE-CRASH  | 0<br>40 | 0<br>41 |
| CENTER ARMREST DAMAGED  | O<br>27     |             | (0) NO<br>(1) YES<br>(8) NOT APPLICABLE<br>(9) UNKNOWN   |         |         |
| (0) NO<br>(1) YES<br>(7) EQUIPPED, DAMAGE UNKNOWN<br>(8) NOT APPLICABLE<br>(NO CENTER ARMREST)<br>(9) UNKNOWN IF EQUIPPED   |             |             | ADJUSTMENT AT CRASH  | 2<br>42 | 2<br>43 |
| FRONT SEAT ROTATION   | O<br>28     | O<br>29     | (1) UP<br>(2) DOWN<br>(8) NOT APPLICABLE<br>(9) UNKNOWN  |         |         |
| (0) NONE APPARENT<br>(1) FORWARD APPARENT<br>(2) REARWARD APPARENT<br>(3) LEFT APPARENT<br>(4) RIGHT APPARENT<br>(5) MULTIPLE ROTATIONS<br>SPECIFY _____<br>(8) NOT APPLICABLE<br>(9) UNKNOWN   |             |             | HEAD RESTRAINT DAMAGE  | 0<br>44 | 0<br>45 |

## SEATS ST-2

|   |   |  |   |
|---|---|--|---|
| FRONT SEAT ADJUSTMENT<br>SEAT ADJUSTMENT TYPE<br><br>(0) NONE (RIGID)<br>(1) MANUAL<br>(2) POWER<br>(7) OTHER: _____<br>(8) NOT APPLICABLE (NO SEAT)<br>(9) UNKNOWN | DRIVER<br>46<br>1<br>47<br>1<br>48<br>1<br>50<br>1<br>52<br>0<br>54<br>3<br>56<br>1<br>58<br>0<br>59<br>C | PASSENGER<br>47<br>1<br>49<br>1<br>51<br>1<br>53<br>0<br>55<br>3<br>57<br>1<br>59<br>C | SECOND SEAT (CONT.)   |
|   |   |  | CENTER ARMREST DAMAGED<br><br>(0) NO<br>(1) YES<br>(7) EQUIPPED,<br>DAMAGE UNKNOWN<br>(8) NOT APPLICABLE<br>(NO CENTER ARMREST)<br>(9) UNKNOWN IF EQUIPPED<br><br>8<br>60   |
|   |   |  | SECOND SEAT-BACK<br>LOCKS<br><br>FOR THE FOLLOWING, USE:<br><br>(0) NO<br>(1) YES<br>(8) NOT APPLICABLE<br>(9) UNKNOWN<br><br>LEFT OR CENTER, EQUIPPED<br><br>LEFT OR CENTER, HELD<br><br>(3) SEAT FOLDED DOWN<br><br>RIGHT, EQUIPPED<br><br>RIGHT, HELD<br><br>(3) SEAT FOLDED DOWN<br><br>8<br>61<br>8<br>63<br>8<br>65<br>8<br>67<br>8<br>69 |
|   |   |  | THIRD SEAT<br><br>EQUIPPED<br><br>BACKREST DAMAGED<br><br>CUSHION DAMAGED<br><br>0<br>70<br>8<br>71<br>8<br>73<br>8<br>74   |
|   |   |  | VEHICLE EQUIPPED WITH<br>REAR HEAD RESTRAINTS<br><br>(0) NOT EQUIPPED<br>(OR REMOVED)<br>(1) EQUIPPED<br>(2) EQUIPPED & DAMAGED<br>(8) NOT APPLICABLE<br>(NO REAR SEAT)<br>(9) UNKNOWN<br><br>3-PT<br>0<br>75   |
|   |   |  | Applies to any rear-seat position   |
|   |   |  |   |
|   |   |  |   |
|   |   |  |   |

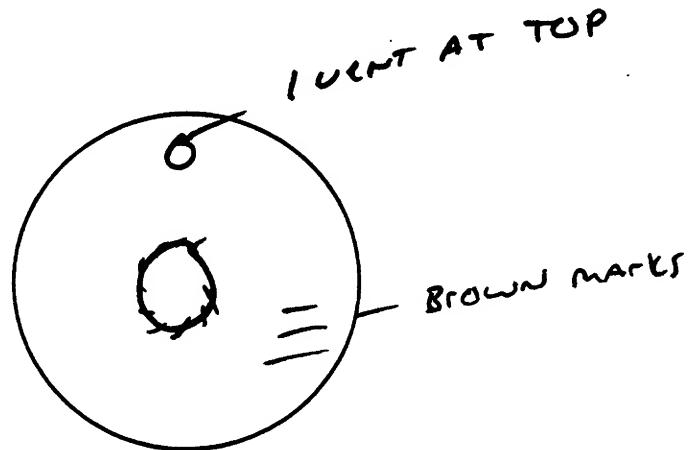
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from the previous card.Module A B Format 0 1  
9 10 11 12

AIRBAG AB-1

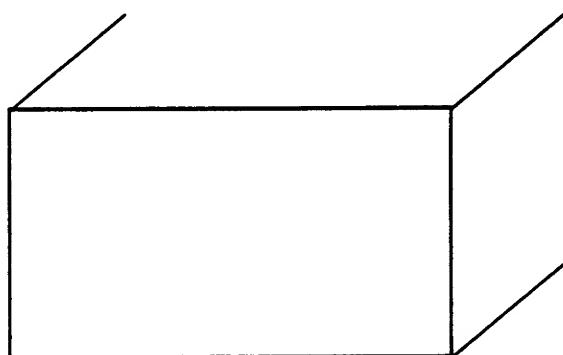
|   |  |                                     |   |  |    |
|---|--|-------------------------------------|---|--|----|
| DRIVER SIDE   |  | PASSENGER SIDE                      |   |  |    |
| <b>LOCATION OF AIRBAG</b>   |  | <b>LOCATION OF AIRBAG</b>           |   |  |    |
| <b>STEERING WHEEL</b>   |  | <b>INSTRUMENT PANEL (GLOVE BOX)</b> |   |  |    |
| EQUIPPED  |  | EQUIPPED                            |   |  |    |
| (0) NO<br>(1) YES<br>(4) PRIOR DEPLOYMENT<br>NOT REINSTALLED<br>(9) UNKNOWN IF AIRBAG EQUIPPED  |  | 13                                  | (0) NO<br>(1) YES<br>(4) PRIOR DEPLOYMENT<br>NOT REINSTALLED<br>(9) UNKNOWN IF AIRBAG EQUIPPED  |  | 16 |
| DEPLOYED  |  | DEPLOYED                            |   |  |    |
| (0) NO<br>(1) YES<br>(2) PARTIAL/IMPROPER DEPLOYMENT<br>(8) NOT APPLICABLE<br>(NO AIRBAG)<br>(9) UNKNOWN  |  | 14                                  | (0) NO<br>(1) YES<br>(2) PARTIAL/IMPROPER DEPLOYMENT<br>(8) NOT APPLICABLE<br>(NO AIRBAG)<br>(9) UNKNOWN  |  | 17 |
| <b>CONDITION OF AIRBAG</b>  |  | <b>CONDITION OF AIRBAG</b>          |   |  |    |
| <b>STEERING WHEEL</b>   |  | <b>INSTRUMENT PANEL (GLOVE BOX)</b> |   |  |    |
| (0) NO DAMAGE<br>(2) SPLIT OR TORN<br>(3) CUT DURING CRASH<br>(4) BURNED/MELTED<br>(5) CUT POST CRASH<br>(6) OTHER _____<br>(7) DAMAGED, CONDITION UNKNOWN<br>(8) NOT APPLICABLE (NOT EQUIPPED/NOT DEPLOYED)<br>(9) UNKNOWN IF EQUIPPED<br>OR CONDITION |  | 15                                  | (0) NO DAMAGE<br>(2) SPLIT OR TORN<br>(3) CUT DURING CRASH<br>(4) BURNED/MELTED<br>(5) CUT POST CRASH<br>(6) OTHER _____<br>(7) DAMAGED, CONDITION UNKNOWN<br>(8) NOT APPLICABLE (NOT EQUIPPED/NOT DEPLOYED)<br>(9) UNKNOWN IF EQUIPPED<br>OR CONDITION |  | 18 |
| DRIVER SIDE   |  | PASSENGER SIDE                      |   |  |    |
| <b>AIRBAG</b>   |  | <b>AIRBAG</b>                       |   |  |    |
| <b>STEERING WHEEL</b>   |  | <b>INSTRUMENT PANEL (GLOVE BOX)</b> |   |  |    |
| TETHER  |  | TETHER                              |   |  |    |
| (0) NO<br>(1) YES<br>(6) OTHER _____<br>(7) UNKNOWN IF TETHERED<br>(8) NOT APPLICABLE<br>(NO AIRBAG)<br>(9) UNKNOWN IF AIRBAG EQUIPPED  |  | 19                                  | (0) NO<br>(1) YES<br>(6) OTHER _____<br>(7) UNKNOWN IF TETHERED<br>(8) NOT APPLICABLE<br>(NO AIRBAG)<br>(9) UNKNOWN IF AIRBAG EQUIPPED  |  | 21 |
| MARKED BY CONTACT   |  | MARKED BY CONTACT                   |   |  |    |
| (0) NO<br>(1) YES<br>(8) NOT APPLICABLE<br>(NO AIRBAG)<br>(9) UNKNOWN   |  | 20                                  | (0) NO<br>(1) YES<br>(8) NOT APPLICABLE<br>(NO AIRBAG)<br>(9) UNKNOWN   |  | 22 |

AIRBAG AB-2

AIRBAG NUMBER ON DRIVER SIDE:

*NONE FOUND*NOTE AND DESCRIBE ANY AIRBAG CONTACT OR  
DAMAGE ON DIAGRAM BELOW:

AIRBAG NUMBER ON PASSENGER SIDE:

*NONE Found*NOTE AND DESCRIBE ANY AIRBAG CONTACT OR  
DAMAGE ON DIAGRAM BELOW:

NOTE TO THE INVESTIGATOR:

THE FOLLOWING TWO SECTIONS,  
OCCUPANT INFORMATION AND INJURY CLASSIFICATION,  
ARE TO BE FILLED IN  
FOR EACH CASE VEHICLE OCCUPANT,  
WHETHER INJURED OR NOT.

IF THERE IS MORE THAN ONE OCCUPANT,  
USE ADDITIONAL COPIES  
OF PAGES OC-1, OC-2, OC-3,  
AND IC-2 TO DESCRIBE THEM  
AND ATTACH THE COPIES TO THIS REPORT.

Duplicate columns 1-8  
from the previous card.

**Module** O    C    **Format** O    2  
      8    10         11    12

## OCCUPANT INFORMATION OC-1

|   |  |   |  |
|---|--|---|--|
| <b>OCCUPANT IDENTIFICATION</b>  |  | <b>PHYSICAL DESCRIPTION</b>   |  |
| OCCUPANT NUMBER   |  | 01<br>13 14   | AGE IN YEARS<br>(00) LESS THAN 1 YEAR<br>(98) 98 YEARS OR OLDER<br>(99) UNKNOWN  |
| ROLE OF OCCUPANT AT 1ST IMPACT  |  | 1<br>15   | AGE IN MONTHS<br>(00) LESS THAN 1 MONTH<br>(25) 25 MONTHS OR OLDER<br>(99) UNKNOWN   |
| (1) MOTOR VEHICLE DRIVER<br>(2) MOTOR VEHICLE PASSENGER<br>(NOT DRIVER)<br>(9) UNKNOWN  |  |   | MASS (kg)<br>(999) UNKNOWN 270   |
| OCCUPANT POSITION   |  |   | HEIGHT (cm)<br>(999) UNKNOWN 180<br>24 25 26   |
| ROW LOCATION  |  | 1<br>16   | SEX<br>(1) MALE<br>(2) FEMALE<br>(9) UNKNOWN   |
| (1) FRONT<br>(2) SECOND<br>(3) THIRD<br>(4) FOURTH<br>(7) OTHER: _____<br>(8) EXTERNAL TO PASSENGER COMPARTMENT (E.G. BED OF PICKUP)<br>(9) UNKNOWN   |  |   |  |
| LATERAL LOCATION  |  | 1<br>17   | <b>MEDICAL CONDITIONS</b>  |
| (1) LEFT<br>(2) LEFT CENTER<br>(3) CENTER<br>(4) RIGHT CENTER<br>(5) RIGHT<br>(6) ALL (LYING ON SEAT)<br>(8) EXTERNAL TO PASSENGER COMPARTMENT<br>(9) UNKNOWN   |  |   | TREATMENT/MORTALITY<br>(00) NONE<br>(01) FIRST AID AT SCENE<br>(02) TREATED AT HOSPITAL/CLINIC BUT NOT ADMITTED<br>(03) HOSPITALIZED FOR OBSERVATION LESS THAN 24 HOURS<br>(04) HOSPITALIZED OVER 24 HOURS OR FOR SIGNIFICANT TREATMENT<br>(05) FATAL, DEAD AT SCENE<br>(06) FATAL, DOA<br>(07) FATAL, DEAD WITHIN 24 HOURS<br>(08) FATAL, DEAD 24 HOURS TO 31 DAYS LATER<br>(09) FATAL, DEAD 31 DAYS TO 1 YEAR LATER<br>(10) FATAL DEAD WITHIN UNKNOWN PERIOD<br>(99) UNKNOWN |
| POSTURE   |  | 10<br>18 19   | INJURY SEVERITY SCORE (ISS)<br>(99) UNKNOWN 10<br>33 34  |
| (10) SITTING ON SEAT<br>(11) SITTING ON SEAT IN ABNORMAL POSITION (E.G. FEET ON DASH, SIDEWAYS)<br>(12) SITTING ON CONSOLE<br>(20) ON LAP OR IN ARMS<br>(30) STANDING ON SEAT<br>(40) STANDING ON FLOOR<br>(47) STANDING, EXTERNAL TO PASSENGER COMPARTMENT<br>(50) IN BASSINET<br>(60) IN CHILD SEAT<br>(65) IN CHILD HARNESS<br>(70) LYING ON SEAT<br>(80) LYING/SITTING ON PASSENGER FLOOR<br>(83) LYING/SITTING ON OTHER OBJECT IN PASSENGER COMPARTMENT: _____<br>(85) ON CARGO FLOOR/FOLDED SEAT-BACK<br>(87) LYING/SITTING, EXTERNAL TO PASSENGER COMPARTMENT<br>(97) OTHER: _____<br>(99) UNKNOWN |  | NON-IMPACT MED. CONDITIONS<br>(0) NONE<br>(1) YES, TIME & TYPE UNKNOWN<br>(2) PRE-CRASH FATAL (CLINICAL DEATH AT WHEEL)<br>(3) PRE-CRASH NON-FATAL (E.G. PRIOR INJURY, STROKE)<br>(4) PREGNANT<br>(5) POST-CRASH FATAL (DROWNING)<br>(6) POST-CRASH NON-FATAL INJURY<br>(7) OTHER: _____<br>(8) COMBINATION OF ABOVE (CIRCLE EACH)<br>(9) UNKNOWN |  |

## OCCUPANT INFORMATION OC-2

## MEDICAL CONDITIONS (CONT.)

POLICE INJURY SEVERITY  
CODE FOR THIS OCCUPANT

- (0) O - NO INJURY
- (1) C - POSSIBLE INJURY
- (2) B - NON-INCAPACITATING
- (3) A - INCAPACITATING INJURY
- (4) K - FATAL
- (5) INJURED, SEVERITY UNKNOWN
- (6) DIED PRIOR TO IMPACT
- (7) NON-FATAL INJURY,  
SEVERITY UNKNOWN
- (9) UNKNOWN

/ 36

## CHILD SEAT TYPE

- (00) NONE USED
- (01) YES, USED
- (02) INTEGRAL, Chrysler Mini-van
- (88) NOT APPLICABLE  
(ADULT OR OLDER CHILD)
- (99) UNKNOWN

88  
41 42

## RESTRAINT SYSTEM

## ACTIVE RESTRAINT SYSTEM

- (0) NONE
- (1) LAP BELT
- (2) SHOULDER HARNESS ONLY
- (3) BOTH LAP BELT &  
SHOULDER HARNESS
- (9) UNKNOWN

3 37

## ACTIVE RESTRAINT SYSTEM USAGE

- (0) NONE (AVAILABLE BUT NOT USED)
- (1) LAP BELT ONLY
- (2) SHOULDER HARNESS ONLY
- (3) BOTH LAP BELT &  
SHOULDER HARNESS
- (7) IMPROPER USAGE
- (8) NOT APPLICABLE (NONE AVAILABLE)
- (9) UNKNOWN

3 38

## PASSIVE RESTRAINT SYSTEM

- (0) NONE
- (1) AIRBAG INSTALLED
- (2) PASSIVE UPPER TORSO  
WITH KNEE BOLSTERS
- (3) PASSIVE UPPER TORSO  
WITHOUT KNEE BOLSTERS
- (4) PASSIVE LAP & UPPER TORSO
- (5) AIRBAG INSTALLED &  
PASSIVE RESTRAINT
- (7) OTHER: \_\_\_\_\_
- (9) UNKNOWN

/ 39

## EJECTION

## DEGREE OF EJECTION

- (0) NONE
- (1) PARTIAL
- (2) COMPLETE
- (7) EJECTED, DEGREE UNKNOWN
- (9) UNKNOWN IF EJECTED

0  
43

## AREA OF EJECTION

- (01) WINDOW, LEFT SIDE
- (02) WINDOW, RIGHT SIDE
- (03) WINDOW, REAR
- (04) DOOR, LEFT SIDE
- (05) DOOR, RIGHT SIDE
- (06) DOOR, REAR OR TAILGATE
- (07) WINDSHIELD
- (08) ROOF OR OPEN CONVERTIBLE OR  
FROM EXTERNAL AREA
- (96) EJECTED AREA UNKNOWN
- (97) OTHER AREA: \_\_\_\_\_
- (98) NOT APPLICABLE (NOT EJECTED)
- (99) UNKNOWN IF EJECTED

98  
44 45IF OCCUPANT WAS EJECTED, DESCRIBE  
IN DETAIL BELOW:

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## PASSIVE RESTRAINT SYSTEM USAGE

- (0) SYSTEM DEFEATED
- (1) AIRBAG NOT DEPLOYED
- (2) AIRBAG DEPLOYED
- (3) AIRBAG NOT REINSTALLED
- (4) PASSIVE UPPER TORSO USED
- (5) PASSIVE LAP & UPPER TORSO USED
- (6) SYSTEM USED IN MANUAL MODE
- (7) IMPROPER USAGE
- (8) NOT APPLICABLE (NOT ORIGINALLY  
EQUIPPED)
- (9) UNKNOWN

2 40

## HEAD RESTRAINT

HEAD RESTRAINT AVAILABLE  
FOR THIS POSITION

- (0) NOT EQUIPPED OR REMOVED
- (1) EQUIPPED
- (9) UNKNOWN

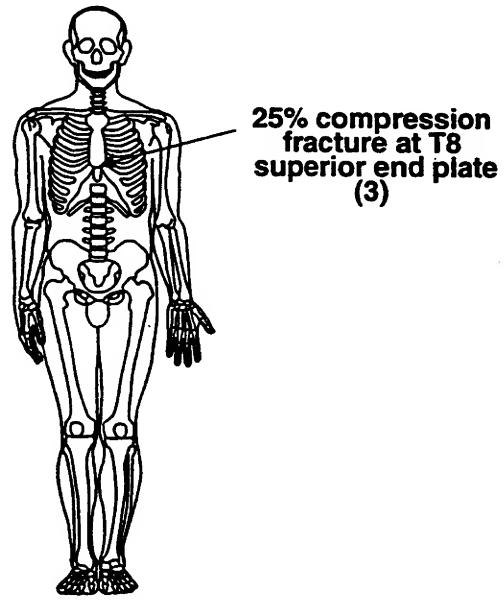
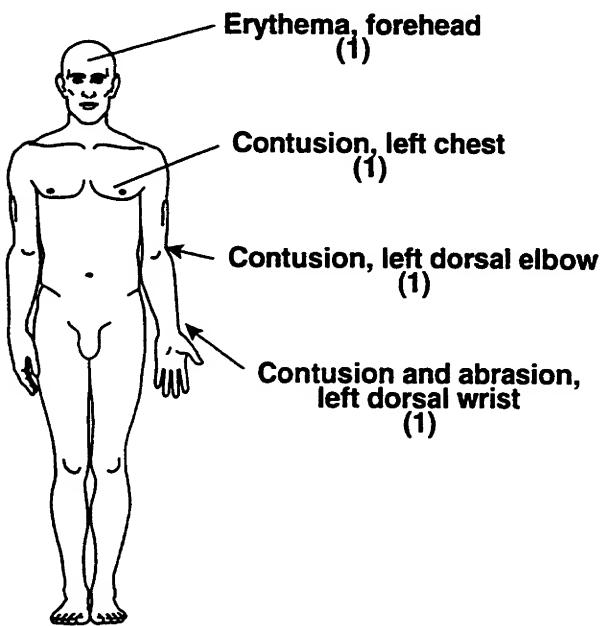
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46

## OCCUPANT INFORMATION OC-3

|  |    |  |
|--|----|--|
| OCCUPANT EYEWEAR   | /  | SOURCE OF INFORMATION  |
| (0) NONE<br>(1) GLASSES<br>(2) CONTACTS<br>(3) BOTH GLASSES AND CONTACTS<br>(4) OTHER _____<br>(8) NOT APPLICABLE<br>(9) UNKNOWN | 47 | (0) INTERVIEW<br>(1) HOSPITAL<br>(2) AUTOPSY<br>(3) POLICE<br>(4) OTHER _____<br>(5) LAY CORONER/EXTERNAL EXAM<br>(7) COMBINATION OF ABOVE (CIRCLE)<br>(8) NOT APPLICABLE<br>(9) UNKNOWN |
| <i>NO DAMAGE</i>   |    | Z<br>48  |

## OCCUPANT INFORMATION OC-4

INDICATE LOCATION OF INJURIES.



**INJURY CLASSIFICATION IC-1**

**NOTE:** Each line in the table below is a separate record (card).  
Duplicate columns 1 - 12 for each completed line.

## OCCUPANT INJURY CLASSIFICATION

**NOTE: USE ADDITIONAL PAGES IF NECESSARY**

## INJURY CLASSIFICATION IC-2

## CODES FOR AREAS OF POSSIBLE OCCUPANT CONTACT

## FRONT OF PASSENGER COMPARTMENT

- (10) SUNVISOR, FITTING(S) & OR TOP MOLDING
- (12) WINDSHIELD
  
- (05) INSTRUMENT PANEL (SPECIFIC AREA UNKNOWN)
- (54) UPPER INSTRUMENT PANEL (X)
- (55) MIDDLE INSTRUMENT PANEL (Y)
- (56) LOWER INSTRUMENT PANEL (Z)
- (81) ASH TRAY (INSTRUMENT PANEL)
- (02) GLOVE COMPARTMENT AREA
- (47) AIRBAG (ACRS) COMPARTMENT DOOR/COVER
  
- (57) BEHNEATH INSTRUMENT PANEL
- (53) PARCEL TRAY
- (48) KNEE RESTRAINT
- (86) VERTICAL CONSOLE
  
- (28) FOOT CONTROLS (INCL. PARKING BRAKE PEDAL)
  
- (09) STEERING ASSEMBLY (SPECIFIC AREA UNKNOWN)
- (65) STEERING WHEEL
- (66) STEERING WHEEL COLUMN
- (59) TRANSMISSION LEVER ON COLUMN
  
- (03) HARDWARE ITEM (SPECIFIC AREA UNKNOWN)
- (82) INSTRUMENT(S)
- (83) CONTROL KNOB(S) & LEVER(S) (FRONT)
- (84) PARKING BRAKE HANDLE IN FRONT
- (67) IGNITION KEY
- (06) MIRROR
- (04) HEATER OR AIR CONDITIONING DUCTS
- (01) AIR CONDITIONING OR VENTILATION OUTLET(S)
- (08) RADIO (BUILT IN)
- (58) ADD-ON TAPE DECK, RADIO, A/C
- (68) ROOF MOUNTED CONTROLS/CONSOLES

## REAR

- (88) SURFACE OF REAR INTERIOR
- (23) REAR WINDOW
- (39) REAR WINDOW HEADER
- (50) REAR SEAT CUSHION & BACK

## INTERIOR-GENERAL

- (11) TRANSMISSION SELECTION LEVER (LOCATION UNK.)
- (59) TRANSMISSION LEVER ON STEERING COLUMN
- (44) TRANSMISSION LEVER ON FLOOR OR CONSOLE
- (07) PARKING BRAKE HANDLE (LOCATION UNKNOWN)
- (84) PARKING BRAKE HANDLE IN FRONT
- (85) PARKING BRAKE HANDLE ON FLOOR OR CONSOLE
- (28) FOOT CONTROLS (INCL. PARKING BRAKE PEDAL)
  
- (29) FRONT SEAT-BACK(S)
- (51) FRONT SEAT CUSHION
- (50) REAR SEAT CUSHION & BACK
- (49) ARMREST ON SEAT
- (89) UNDER SEAT BOTTOM
  
- (33) RESTRAINT SYSTEM HARDWARE
- (34) RESTRAINT SYSTEM WEBBING
- (87) AIR CUSHION SKIN (AIRBAG)
- (47) AIRBAG (ACRS) COMPARTMENT DOOR/COVER
- (46) AIRBAG GAS
- (48) KNEE RESTRAINT
- (30) HEAD RESTRAINT
- (42) CHILD SEAT RESTRAINTS
- (43) CHILD SEAT
- (31) INTERIOR LOOSE OBJECT
- (32) OTHER OCCUPANT(S)
- (52) INTERNAL FLYING GLASS (FROM ANY SOURCE)
- (41) UNKNOWN INTERIOR SURFACE

## SIDES

- (20) SURFACE OF SIDE INTERIOR
- (19) HARDWARE ON SIDE OR DOOR
- (13) ARMREST ON SIDE OR DOOR
- (24) COAT HOOK
  
- (22) WINDOW GLASS (SIDE)
- (21) WINDOW FRAMES (SIDE)
  
- (26) ROOF SIDE RAIL
- (14) A-PILLAR
- (15) B-PILLAR
- (16) C-PILLAR
- (17) D-PILLAR

## FLOOR

- (40) FLOOR
- (27) CONSOLE ON FLOOR OR BETWEEN SEATS
- (44) TRANSMISSION LEVER ON FLOOR OR CONSOLE
- (85) PARKING BRAKE HANDLE ON FLOOR OR CONSOLE
- (28) FOOT CONTROLS (INCL. PARKING BRAKE PEDAL)
- (91) KICKPANEL

## ROOF

- (25) ROOF OR CONVERTIBLE TOP
- (10) SUNVISOR, FITTING(S) & OR TOP MOLDING
- (26) ROOF SIDE RAIL
- (24) COAT HOOK
- (18) DOME LIGHT
- (39) BACKLIGHT HEADER
- (68) ROOF MOUNTED CONTROLS/CONSOLE
- (69) ROLL BAR

## EXTERIOR SURFACE OF CASE VEHICLE

- (37) OUTSIDE SURFACE OF CASE VEHICLE (SPECIFIC AREA UNKNOWN)
- (35) HOOD OF CASE VEHICLE
- (60) EXTERIOR OF CASE VEHICLE (E.G. OUTSIDE MIRRORS, ANTENNA, TRIM)
- (62) EXTERIOR SIDE ROOF RAIL OF CASE VEHICLE
- (63) TRUNK LID OF CASE VEHICLE
- (64) TIRES OF CASE VEHICLE

## BEYOND CASE VEHICLE BOUNDARY

- (36) AREA EXTERIOR TO CAR (SPECIFIC AREA UNK.)
- (70) HOOD OF OTHER VEHICLE
- (71) OTHER VEHICLE EXTERIOR HARDWARE (E.G. OUTSIDE MIRRORS, ANTENNA, TRIM)
- (73) EXTERIOR SIDE ROOF RAIL OF OTHER VEHICLE
- (74) HEADLIGHT OR FRONT GRILL OF OTHER VEH.
- (75) TRUNK OF OTHER VEHICLE
- (76) OUTSIDE SURFACE OF OTHER VEHICLE
- (77) TIRES OF OTHER VEHICLE
- (78) GROUND
- (79) WATER
- (80) EXTERIOR OBJECT (NOT VEHICLE, GROUND, OR WATER. PLEASE DESCRIBE.)

## PENETRATING OBJECTS

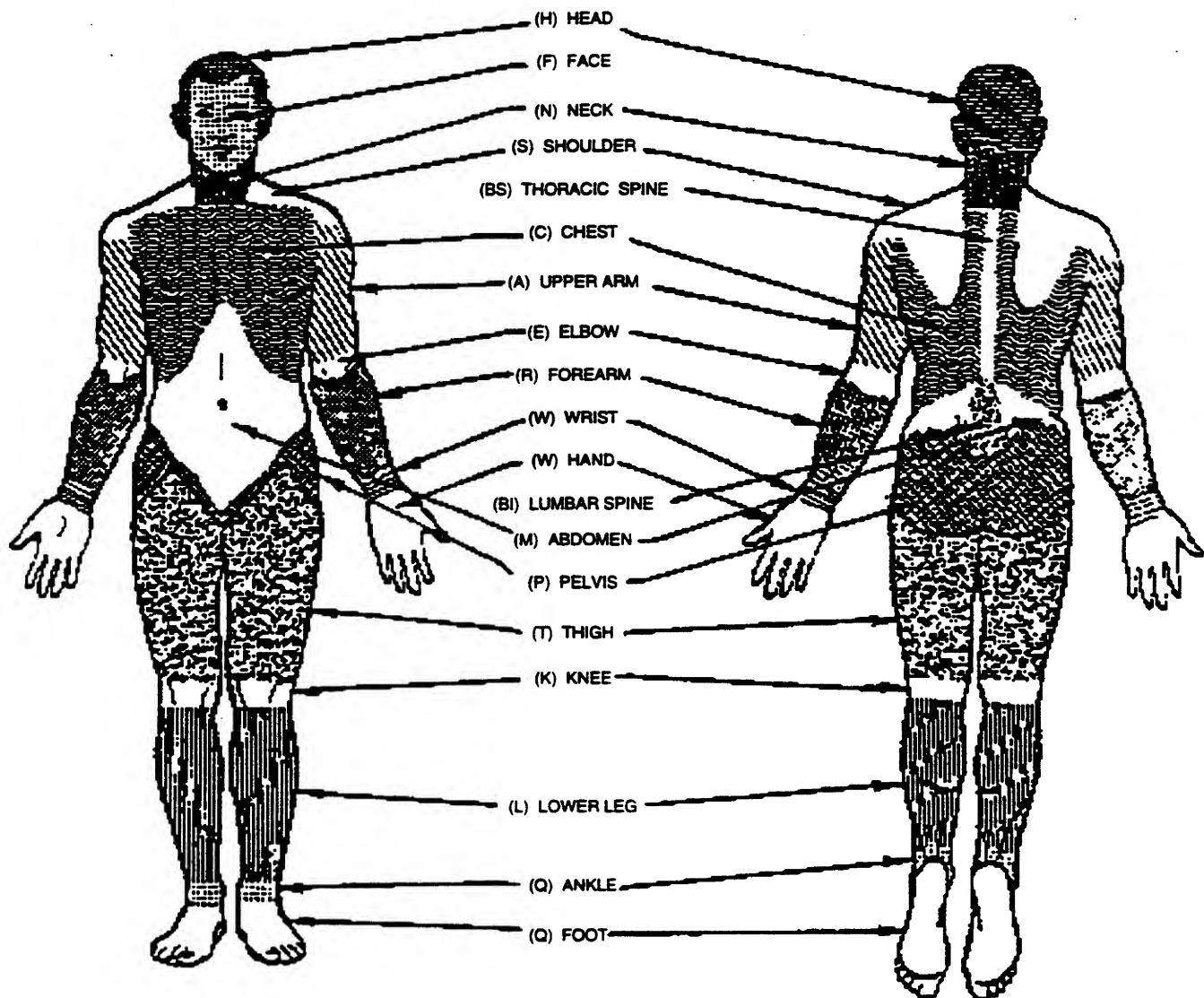
- (61) OTHER VEHICLE
- (72) OBJECTS (DESCRIBE)

## MISCELLANEOUS

- (00) NO CONTACT (INVALID FIELD FORM CODE)
- (38) OTHER (E.G. FIRE. DESCRIBE)
- (90) SPARE TIRE
- (96) INDUCED
- (97) EJECTED, UNKNOWN CONTACT
- (98) IMPACT FORCE, "WHIPLASH", HYPEREXTENSION/COMPRESSION
- (99) UNKNOWN AREA OF CONTACT

## INJURY CLASSIFICATION IC-3

THE FIGURE BELOW  
IS AN EXPLANATION OF THE BODY REGION CODES  
LISTED ON PAGE IC - 4.



## INJURY CLASSIFICATION IC-4

## CODES FOR OCCUPANT INJURY CLASSIFICATION (OIC)

## 1 BODY REGION

- (H) HEAD/SKULL
- (F) FACE
- (N) NECK
- (S) SHOULDER
- (X) UPPER EXTREMITIES
- (A) ARM (UPPER)
- (E) ELBOW
- (R) FOREARM
- (W) WRIST/HAND
- (C) CHEST
- (M) ABDOMEN
- (B) BACK
- (P) PELVIC/HIP
- (Y) LOWER EXTREMITIES
- (T) THIGH
- (K) KNEE
- (L) LEG (LOWER)
- (Q) ANKLE/FOOT
- (O) WHOLE BODY
- (U) UNKNOWN

## 3 LESION

- (L) LACERATION
- (C) CONTUSION
- (A) ABRASION
- (F) FRACTURE
- (P) PERFORATION, PUNCTURE
- (K) CONCUSSION
- (V) AVULSION
- (R) RUPTURE
- (S) SPRAIN
- (D) DISLOCATION
- (N) CRUSH
- (M) AMPUTATION
- (B) BURN
- (G) DETACHMENT, SEPARATION
- (Z) FRACTURE AND DISLOCATION
- (T) STRAIN
- (E) TOTAL SEVERANCE, TRANSECTION
- (O) OTHER
- (U) UNKNOWN

## 4 SYSTEM/ORGAN

- (S) SKELETAL
- (V) VERTEBRAE
- (J) JOINTS
- (D) DIGESTIVE
- (L) LIVER
- (N) NERVOUS SYSTEM
- (B) BRAIN
- (C) SPINAL CORD
- (E) EARS
- (O) EYES
- (A) ARTERIES
- (H) HEART
- (Q) SPLEEN
- (G) UROGENITAL
- (K) KIDNEYS
- (R) RESPIRATORY
- (P) PULMONARY/LUNGS
- (M) MUSCLES
- (T) THYROID, OTHER ENDOCRINE GLAND
- (I) INTEGUMENTARY (SKIN)
- (W) ALL SYSTEMS IN REGION
- (U) UNKNOWN

## 2 ASPECT

- (R) RIGHT
- (L) LEFT
- (B) BILATERAL
- (C) CENTRAL
- (A) ANTERIOR/FRONT
- (P) POSTERIOR/BACK
- (S) SUPERIOR/UPPER
- (I) INFERIOR/LOWER
- (W) WHOLE REGION
- (U) UNKNOWN

| BODY REGION | ASPECT | LESION | SYSTEM/ORGAN |   |   | SEVERITY |
|-------------|--------|--------|--------------|---|---|----------|
|             |        |        | 1            | 2 | 3 |          |
|             |        |        |              |   |   |          |

## 5

SEVERITY  
(OR "AIS", ABBREVIATED INJURY SCALE)

- (0) NONE
- (1) MINOR
- (2) MODERATE
- (3) SERIOUS
- (4) SEVERE
- (5) CRITICAL
- (6) MAXIMUM
- (9) UNKNOWN

Case No. UM-3699-98  
Case Veh. (A): 1998 Plymouth  
Type: Breeze, 4-door sedan  
Driver: 57-year-old male  
Vehicle (B): 1996 Toyota Avalon XL, 4-door sedan

Weather: Fog  
Road Surface: Wet  
Road Construction: Asphalt  
Light Conditions: Daylight



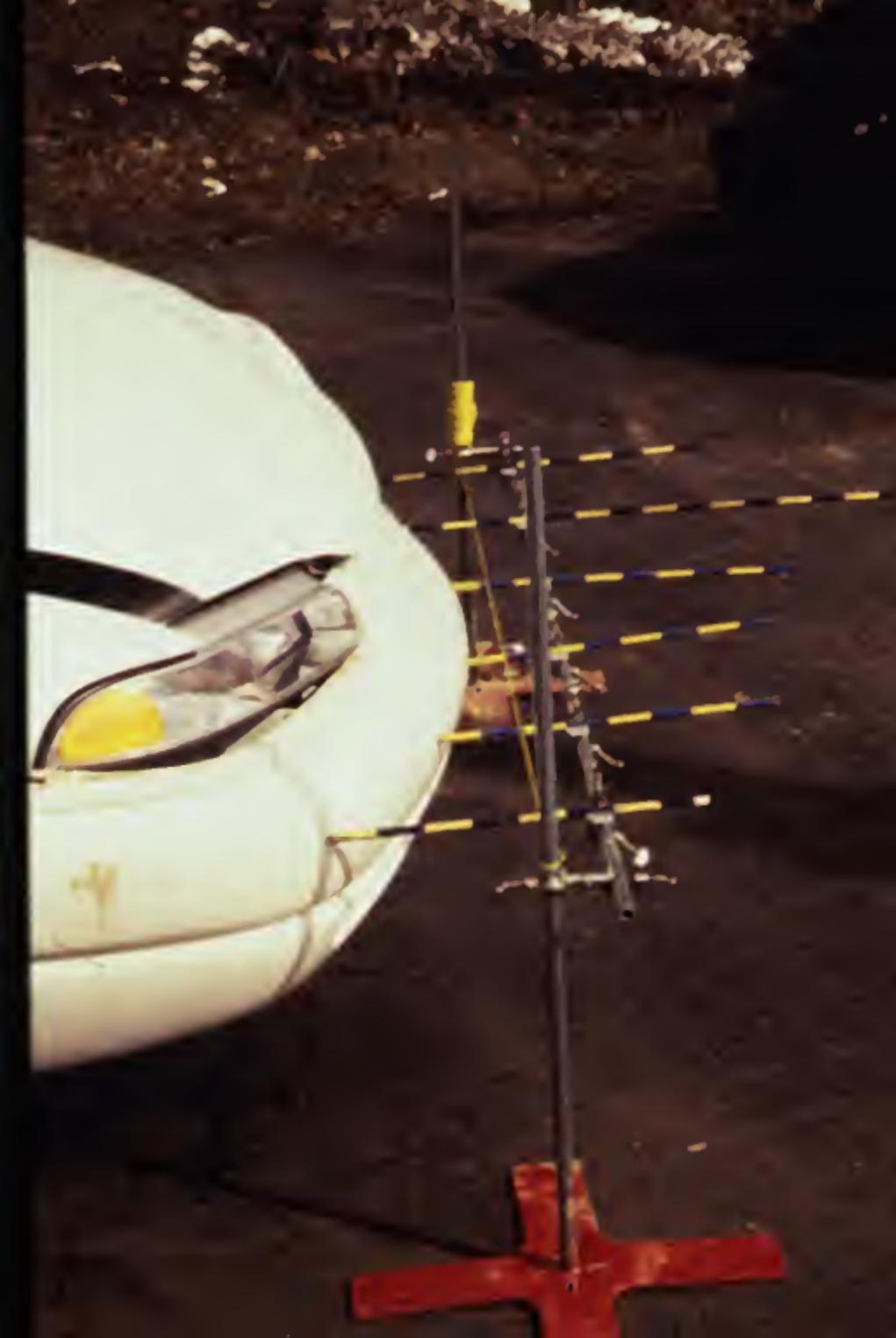


































WARNING  
MANTICORE





















CASE NO: UM-3699-95

CASE VEHICLE: 1998 Plymouth

TYPE: Breeze, 4-door sedan

OCCUPANT (Driver): 57-year-old male

STATURE: 180 cm (5 ft 11 in) MASS: 122 kg (270 lb)

RESTRAINTS: 3-point restraint worn, airbag deployed

SEVERITY: MAIS: 3 ISS: 10

